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DRAFT CONGESTION MANAGEMENT PROGRAM

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July 19, 1991

To Interested Parties:

Enclosed is a copy of the Draft Congestion Management Program (CMP) for the City and County of San Francisco. This draft CMP was approved by the Authority on July 15, 1991, and is being circulated prior to final adoption no later than October 31, 1991.

A public hearing to solicit the public's views on the program will be held at the regularly scheduled Planning and Policy Committee meeting on August 5, 1991, in City Hall, Room 228 at 11:00 AM.

Please provide your written comments to Ms. Carmen C. Clark, Director of Plans and Programs for the Authority at the above address, no later than August 16, 1991. You may contact Ms. Clark at (415) 554-7742 if you have any questions.

Sincerely,

Brigid Hynes-Che

Brigid Hynes-Cherin
Executive Director

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CITY AND COUNTY OF SAN FRANCISCO
DRAFT CONGESTION MANAGEMENT PROGRAM

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CHAPTER ONE

INTRODUCTION AND BACKGROUND

The goals of this San Francisco Congestion Management Program document are as follows:

> Comply with state and regional mandated rules to insure continued funding eligibility of priority transportation projects;
>
> Reflect the coordination of land use and transportation programming decisions; and
>
> Respond to the transportation performance standards of the regional program for attainment of air quality goals.

I. Legislative Requirements

The requirements for a Congestion Management Program (CMP) were established as part of a bi-partisan state legislative package, known as the Katz-Kopp-Baker-Campbell Transportation Blueprint for the Twenty-First Century (AB 471), in 1989. The actual requirements for CMP's became effective when voters approved Proposition 111 on June 5, 1990. Appendix 1 contains a copy of the CMP legislation, created in Assembly Bill 471. The State legislation not only provided for increases in transportation funding, but also made significant changes in the requirements for state transportation planning and programming of projects to be funded with these new sources of revenue. The goal of the legislation is to tie transportation funding decisions to measurable traffic congestion relief, land use decisions and their impact on local and regional transportation systems, and implementation of transportation measures to meet air quality goals.

II. Impacts for Transportation Programming

A. Summary of Changes

Key changes due to implementation of the CMP requirements include the following:

> Preparation of the initial CMP and annual updates are prerequisites for eligibility for state gas tax revenues which are critical to numerous local transit projects, the Embarcadero Roadway, and other transportation projects.
>
> The Transportation Authority at the local level and the MTC at the regional level have been empowered to make determinations concerning CMP consistency

which affect funding eligibility.

There are new requirements for systematic monitoring of traffic conditions on the designated roadway network and an associated need to commit additional resources to the Department of Parking and Traffic to accomplish this ongoing set of tasks.

A citywide Trip Reduction and Travel Demand Ordinance must be adopted before fall 1992, and there must be ongoing commitment to subsequent implementation.

Changes have been introduced in the process by which both transit and traffic capital projecs become eleigible for funding with the inclusion of the Capital Improvement Program in the CMP.

This revised approach to transportation funding came about because of the lack of integrated transportation planning, increasing traffic congestion, deteriorating air quality and the cumulative adverse impact on the state economy that results from these conditions. The new legislation requires the preparation of a CMP which addresses these issues in an integrated manner as a prerequisite for obtaining project funding from new State funding sources. The Metropolitan Transportation Commission (MTC) has the responsibility under the legislation to review and make certain consistency findings in the annual CMP submittals for the Bay Area. The programming of certain funds will require MTC concurrence in the CMP. These funding sources include:

1. **Local subvention funds:** If counties do not develop, adopt a CMP and make an annual conformity finding, the new increment of local subvention funds made available through the increased gas tax may be withheld.

2. **Flexible congestion relief and urban and commuter rail funds:** These funds are programmed through the regional transportation improvement program (RTIP). In developing the RTIP, the (MTC) must choose from projects in the CMP capital improvement program. Therefore, inclusion of projects for these funding sources requires that they first be included in the CMP.

3. **Traffic system management funds:** Projects that are included in the capital improvement program of the approved CMP receive first priority for Traffic System Management funds, progammed annually by Caltrans.

B. Relationship of CMP to Other Programming Requirements

The preparation and implementation of CMP's are closely tied to the following existing planning and programming requirements in the region:

1. Regional Transportation Plan: The CMP is instrumental in implementing the local portion of the regional transportation plan and must be consistent with it. MTC will also be looking for consistency between other CMP's in the region. MTC will make these determinations as a part of the conformity finding for the CMP.

2. Regional Transportation Improvement Program: A seven year transportation capital program must be included in the CMP. For a project to be included in the RTIP, it must be included in the capital improvement program of the CMP. MTC intends to draw the RTIP program of projects from the CMP.

3. City of San Francisco General Plan: The City's General Plan, especially the land use and transportation elements, provides information for the CMP on system definition and provides general information on transportation demand managment measures and land use and development impacts. The way in which the CMP is developed and adopted can ultimatley affect the policies and provisions of the General Plan; however, the law does not require that the CMP be incorporated into the General Plan.

4. Air Quality Attainment Plans: Regional transportation plans are required by federal law to conform to the State Implementation Plan to achieve air quality goals. Since CMP's are required to be consistent with the regional transportation plan, CMP's will conform with the provisions of the State Implementation Plan. In addition, the CMP document will reflect integration of the proposed transportation control measures (TCM's) in the draft Bay Area '91 Clean Air Plan for meeting State requirements.

III. Compliance With CMP Requirements

The preparation of this document is intended to demonstrate compliance with all of the requirements of the law and to respond to all applicable regional and state guidance for congestion management. Discussed below is a summary of the requirements of the law and the way in which the San Francisco City and County actions meet those requirements:

A. Designation of CMP agency: The County Board of Supervisors must designate either a new or existing public agency as the entity responsible for development and implementation of a county-wide CMP. On November 6, 1990, the Board of Supervisors designated the San Francisco County Transportation Authority (Transportation Authority) as the CMP agency for the County. The Transportation Authority is a special purpose government agency, created on November 7, 1989, with the passage of a 1/2 cent sales tax increase for the City and County of San Francisco to fund transportation projects for the City. The Transportation Authority Board of Directors consists of the eleven members of the San Francisco Board of Supervisors, acting as Commissioners.

B. **Publish annual CMP report with the following elements:**

1. **Roadway and highway network**
2. **Traffic level of service (LOS) standards and methodology for monitoring**
3. **Transit service standards**
4. **Trip reduction and travel demand element**
5. **Land use impact analysis methodology**
6. **Seven-year multi-modal capital improvement program**

The format of this document follows the MTC guidance published December 26, 1990, with a separate chapter devoted to each of the required elements. Appendix 2 contains the MTC guidance. Development of the document has been a joint effort of an informal CMP task force, with the Department of City Planning responsible for the major portion of the work. City departments worked closely together to develop the approach and content of the program and the work has been completed without consultant assistance. The Transportation Authority staff has been responsible for general coordination, preparation of the capital program and final draft document.

C. **Compliance and monitoring responsibilities:**

1. CMP Responsibilities - The Transportation Authority as the CMP agency must make an annual conformity determination that the City and County of San Francisco is in compliance with the program. Our task in San Francisco is more straightforward than in other multi-jurisdictional counties, since the City and County are merged. However, this determination will consist of deciding whether departments are conforming to the commitments made in the congestion management program. The finding will be made this fiscal year by the Transportation Authority's Commissioners in the adoption of the final CMP.

2. Regional Responsibilities - MTC must make a finding of consistency between the CMP and the Regional Transportation Plan (RTP), the CMP and the regional Bay Area Clean Air Plan, and will use the projects included in the Capital Improvement Program (CIP) of the CMP as input for projects to be included in the Regional Transportation Improvement Program (RTIP). San Francisco policies and practices which contribute to regional air quality goals are discussed along with trip reduction strategies in Chapter Seven.

IV. Congestion Management Issues - Statement of the Problem

San Francisco has a rather lengthy history of managing travel demand, especially with respect to the the control of auto access to the downtown during peak commute times. Many of the programs and regulations described in the following chapters have been in place over the last fifteen years and have allowed significant growth in downtown density without significant deterioriation in traffic levels of service for downtown streets.

This is largely due to implementation of transportation demand and land use development measures which are discussed in Chapters Six and Seven of this document.

A review of the forecasts from the MTC regional model (included in Databook #3, San Francisco) published in April 1991, shows that even with the success in managing travel demand, especially commuter demand into the City, there are levels of congestion which warrant concern. While the MTC data may overestimate the system level of roadway congestion, these travel demand forecasts serve as a starting point for the understanding the extent and severity of congestion in San Francisco.

The regional forecasts show no dramatic increase in overall congestion in the City between now and the year 2000. Vehicle miles travelled (VMT) in facilities with Volume-to-Capacity (V/C) ratios of 1.00 to 1.25 are projected to increase by 8%, while for those facilities with V/C ratios over 1.25, the VMT is projected to decrease by 6.3%. V/C ratios that exceed 1.00 are typically considered Level-of-Service (LOS) "E" or "F". In addition, the forecasts show little change in freeway congestion between 1987 and the year 2000; the percentage of freeway travel at level of service E-F is just above 50% for both years. Therefore, compliance with congestion management requirements to keep congestion from worsening for the roadway network should be attainable.

However, there is concern that such a significant percentage (38.4%) of the current and projected peak hour travel occurs on roadways that have a V/C greater than 1.00. The projected percentage is higher than the regional average of 32.1%, a situation that is not surprising for the most densely developed County in the region. It is probable that as we develop better data collection and monitoring, this projection will be revised downward. As a result of improved monitoring data, we will certainly have a much better picture of where the congestion is occuring and whether implemetation of site specific mitigation produces measurable improvement.

Based on the information now available about the nature of the problem, the primary goal of the congestion management program in San Francisco will be to maintain the level of transit service to insure that choice in travel mode is limited for the automobile and available for the transit or carpool patron. In addition, since the remaining market share available for transit may be small, we need to improve those congested roadway segments and intersections to insure that the mitigation keeps pace with the projected vehicle loading of autos and transit vehicles. This will require a program that continues to be heavily oriented to transit reinvestment, with new service proposed in redeveloping areas, but also one which does not neglect street and roadway reinvestment. These projects will be necessary to insure that the current level of congestion does not worsen.

V. Coordination and Public Input

Coordination of the draft document in various stages has been accomplished with MTC, Caltrans District 4, and the Bay Area Air Quality Management District. The Citizens Advisory Committee to the Transportation Authority will also review the draft document. Adoption of the draft CMP document is expected by the Transportation Authority in mid July. A public hearing will be held prior to adoption of the final program. Approval of a final document is scheduled to occur in September 1991, and should occur no later than October 1991, so that we meet the State established deadline of November 1, 1991 for submittal of a final program.

CHAPTER TWO

CONGESTION MANAGEMENT PLAN ROADWAY NETWORK

The CMP state legislation mandates that each county's designated transportation agency shall establish an appropriate network of highways and roadways. The legislation does prescribe that each county's network "shall include at a minimum all state highways and principal arterials." (Section 65089.(b)(1)(A)) The initial CMP network can be expanded in the future with additional roadways, but no jurisdiction is permitted to remove a designated roadway from its CMP network. Each county is also required to regularly monitor traffic level of service conditions on each roadway designated in its CMP network.

San Francisco's CMP roadway network (shown in Figure 1) is consistent with state requirements. All highways and streets designated as state facilities are included. State freeways include Interstate 80, Interstate 280, and US 101. Several streets are also designated as state roads. These include the following sets of streets:

> US 101 - Richardson Avenue, Lombard Street west of Van Ness Avenue, and Van Ness between Lombard Street and Golden Gate Avenue;
>
> Route 1 - Park Presidio Boulevard, 19th Avenue , and Junipero Serra Boulevard south of 19th Avenue;
>
> Route 35 - Sloat Boulevard between 19th Avenue and Skyline Boulevard as well as Skyline Boulevard.

The CMP statute does not provide a definition of "principal areterials" that must be included in the network. San Francisco has defined these as the Major Thoroughfares designated in the Transportation Element of the City's Master Plan. Major Thoroughfares are defined as follows:

> "cross-town thoroughfares whose primary function is to link districts within the city and to distribute traffic from and to the freeways; these are routes generally of city wide significance; of varying capacity depending on the travel demand for the specific direction and adjacent land uses."

The only differences between the CMP arterial network and the Master Plan's Major Thoroughfare network are streets whose appropriate role in the hierarchy of City streets will be reassessed in the update of the Transportation Element which is expected to be completed in 1992.

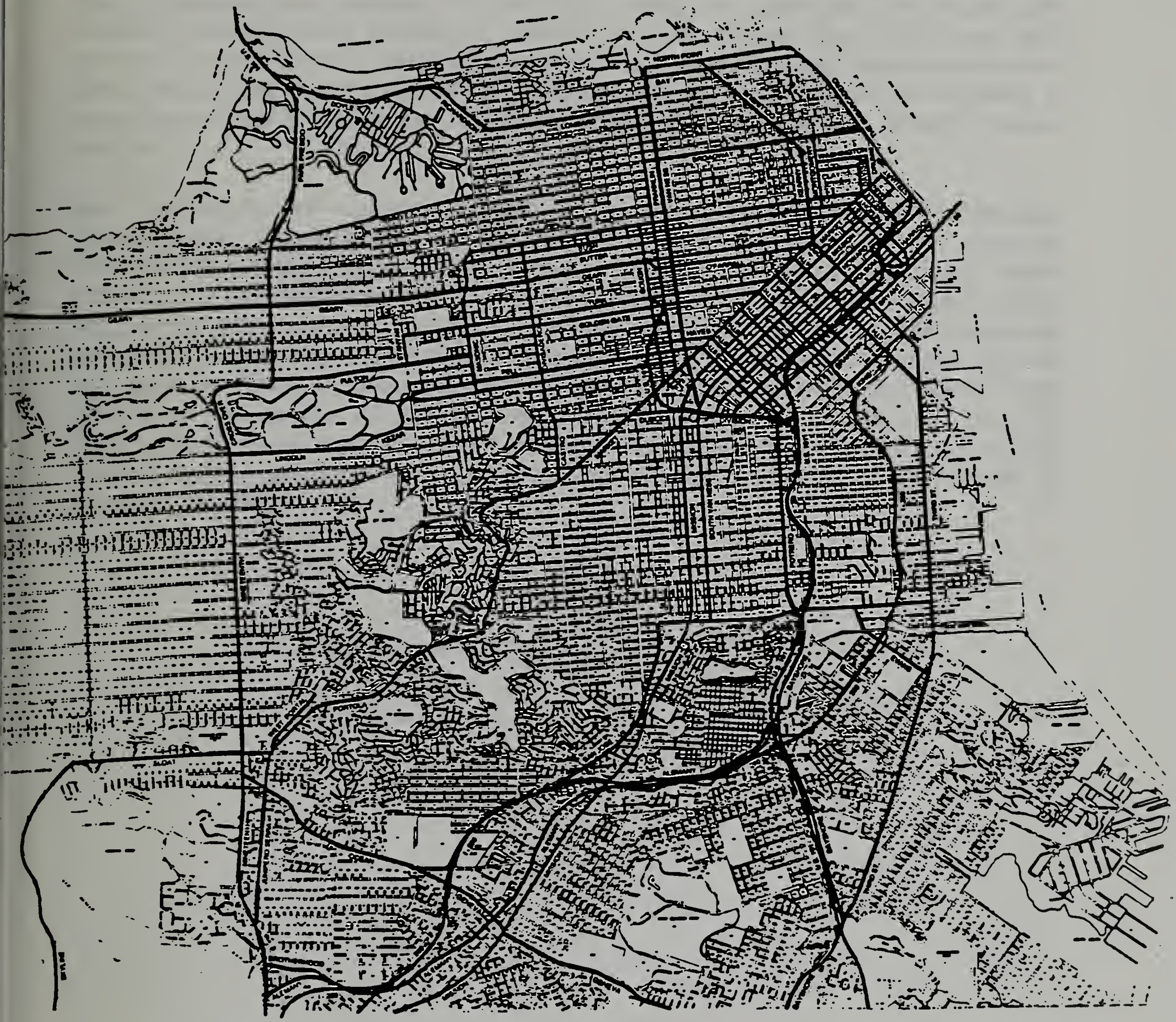

Figure 1
Congestion Management Plan Network

Several additional thoroughfares - Market Street, Mission Street, Sutter Street, outer Geary Boulevard, and portions of Turk Street - have also been included in the CMP roadway network which experience serious conflicts between auto traffic and high volumes of transit service. Selected arterials with significant conflicts between autos and transit have been included because projects such as transit signal preemptions at intersections may be developed for CMP roadway funding to reduce delays to transit vehicles.

San Francisco's CMP roadway network is broadly consistent with the Metropolitan Transportation Commission's (MTC) 1991 proposed revisions to the Regional Transportation Plan. MTC has proposed a regional network of roadways, transit corridors and transfer points, identified as the Metropolitan Transportation System (MTS) which meet nine specified criteria. The state highways and Major Thoroughfares designated in San Francisco's CMP roadway network are all included in the regional MTS network. There are a few instances in which the local CMP roadway network is not identical to the regional MTS network due to differences in the criteria used to define each network. San Francisco's CMP roadway network and its component of the MTS network both incorporate regional connectivity with the anticipated CMP networks of adjacent counties.

CHAPTER THREE

CONGESTION MANAGEMENT ROADWAY MONITORING

The previous Chapter described the CMP roadway network and the criteria for inclusion of certain elements. This Chapter outlines the planned activities and methods for monitoring this system.

I. Background

CMP legislation requires each urban county to establish and monitor the performance of its designated network of highways and arterials through traffic level of service (LOS) standards. Traffic LOS is typically evaluated in terms of the volume of vehicles handled compared to facility capacity or by comparisons of relative vehicle speed or delay. LOS is generally quantified in terms of letter designations from A to F, with LOS of A representing the best operating conditions and LOS of F the worst. CMP guidelines prescribe choices between several analytical methods for the calculation of traffic LOS but allow flexibility to best fit local conditions. Each Congestion Management Agency is empowered to establish traffic LOS standards which reflect local policies provided that the following minimum standards are met:

> "In no case shall the LOS standards established be below the level of service E or the current level, whichever is farthest from level of service A, except where a segment or intersection had been designated as deficient and a deficiency plan has been adopted."

II. Level of Service Standards

The traffic LOS standard for San Francisco is consistent with CMP mandated criteria and is established at E except for facilities which already operate at LOS of F. San Francisco's approach to traffic LOS monitoring is tailored to the operational characteristics and jurisdictional responsibilities for different transportation facilities. These differences are reflected in the different analytical approaches applied to measure the performance of freeways compared to major arterials.

A. Freeways

US101, Interstate 80, and Interstate 280 are the principal components of the local state freeway system. Each of these freeways also serves as a primary gateway for inter-county travel to and from San Francisco. Traffic volumes relative to highway capacity for screenlines at the county borders are established as the appropriate method for traffic LOS monitoring for these freeways. Volume to capacity ratios at these county

screenlines are the basis for determination of traffic LOS for these freeways. This approach is consistent with the methodology used in the Mission Bay FEIR, which provides 1985 data for establishing the base year conditions at these screenlines.

The Transportation Authority will assume responsibility for monitoring freeway LOS performance only to the extent that the California Department of Transportation (Caltrans) makes updated current volume data available. It is expected that volume data for Interstate 80 at the Bay Bridge toll plaza will continue to be made available through the Metropolitan Transportation Commission. It is also expected that volume data for US101 at the Golden Gate Bridge toll plaza will continue to be made available on a regular basis through the Golden Gate Bridge, Highway, and Transportation District. The morning peak period and peak direction of travel are to be monitored as inbound to San Francisco fare payment allows more accurate enumeration than outbound travel. Responsibility for regular and timely provision of actual volume counts for US101 and Interstate 280 at the San Mateo County screenlines rests with Caltrans.

In general, all data gathering associated with the monitoring of the freeways within the county limits is assumed to be the responsibility of Caltrans and other identified agencies. In its role as the state agency responsible for these freeway facilities, Caltrans may develop data to support its own application of freeway segment or freeway ramp LOS analyses to measure congestion. The monitoring effort and determination of compliance with local CMP freeway LOS standards by the Transportation Authority will be limited to analysis of volume to capacity relationships at the specified county screenlines. State CMP legislation vests authority concerning how to achieve local goals in each county's designated CMP agency. The San Francisco General Plan has an established policy to generally discourage freeway capacity increases as follows:

> *The existing vehicular capacity of the bridges, highways and freeways entering the city should not be increased and should be reduced where possible* (Transportation Element, Objective 5, Policy 3).

Because of this policy, reduction of congestion or the alleviation of adverse freeway LOS conditions is to be achieved primarily through transportation demand management and transit service improvements, rather than construction projects which increase capacity.

B. Arterials

Arterials designated in San Francisco's CMP network include the following three groups of streets:

- segments of state routes which operate on City streets;
- major thoroughfares identified in the City's General Plan;

- other major streets with significant conflicts between automobile traffic and high volumes of transit service.

These three groups of City streets form the backbone of San Francisco's arterial network. The operation of these arterials is controlled through an interconnected set of signalized intersections. The overall performance of each arterial is best evaluated through analysis of segments of each roadway. The "Urban and Suburban Arterials" methodology of the 1985 Highway Capacity Manual (Chapter 11) has been selected to evaluate San Francisco arterials. This methodology measures average travel speed for each arterial segment. Consistency with San Francisco's LOS of E standard can be assessed from this measurement of average travel speed. Average travel speed with the arterial analytical method can be calculated through either direct measurement or by a mathematical formula which accounts for the effects of a series of intersections along an arterial segment. Direct field measurement will be the method used to establish and monitor arterial LOS conditions.

There is no comprehensive current inventory of existing LOS conditions for each of the arterials designated in the CMP network. All arterial segments which are found to initially operate at LOS of E or better will need to be maintained in the future at this San Francisco LOS standard or will have to be addressed in a CMP deficiency plan. Available LOS analyses and the collective knowledge of City transportation staff have been used to initially identify the locations of existing serious congestion (see Figure 2). CMP legislation does have provisions by which exceptions to the LOS of E standard are allowed wherever pre-existing LOS of F can be documented in the first CMP submittal. An intensive data collection effort will be conducted by the City's Department of Parking and Traffic during Summer 1991, targeted to the arterials identified in Figure 2 to establish all arterial segments with pre-existing LOS F conditions. The final CMP will include the designation of roadway segments in the network which are operating at level of service F.

In the coming year, monitoring efforts will establish baseline conditions for the remainder of the CMP arterial network. Following completion of the full inventory of existing LOS conditions for the entire CMP arterial network, each facility will need to be regularly monitored in the future to satisfy CMP requirements for state funding assistance. Ongoing regular data collection will be needed to monitor compliance with the local LOS of E standard for each designated arterial. Existing measurements of traffic volumes by tube counts (mechanical counters) will be systematized and focused to provide data for the CMP arterial network at regular intervals. The frequency of subsequent vehicle travel speed studies will reflect a two-tier monitoring program based on the findings of the initial LOS determinations. Arterials with existing poor or unacceptable LOS of D-F will be monitored by vehicle travel speed studies over a two year cycle. Arterials with existing good or fair LOS of A-C will be monitored by vehicle travel speed studies over a longer four year cycle, unless there is evidence that traffic volumes may have increased by twenty percent or more over the baseline.

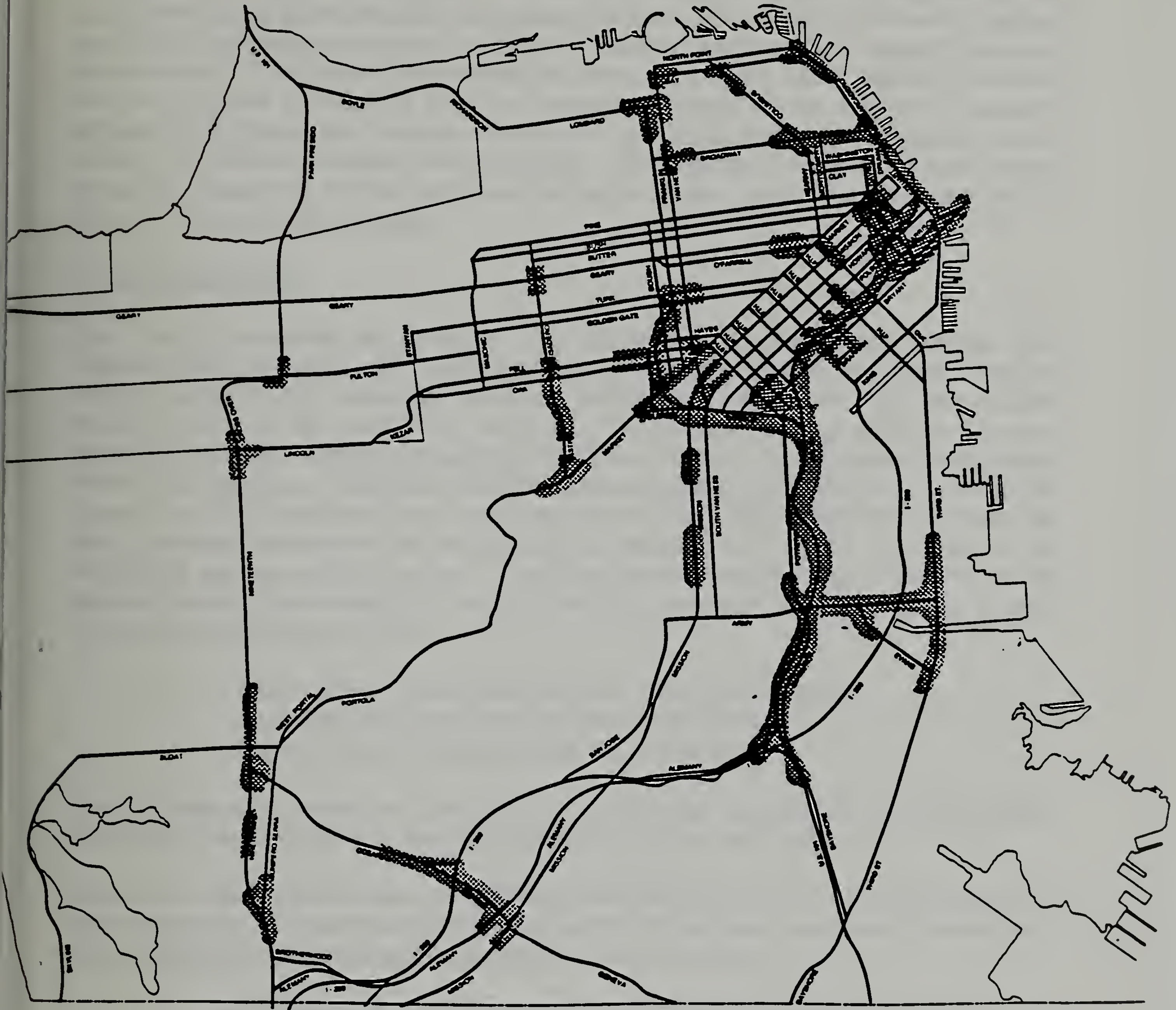

Figure 2

Congestion Management Plan Network

▨ Existing - Most Congested Locations

Regular monitoring of designated arterials according to these techniques will be supplemented as appropriate. It is expected, for example, that improvements identified as capital improvement projects will warrant detailed examination at specific affected intersections. The intersection operations techniques of the 1985 Highway Capacity Manual (Chapter 9) may be used for analysis of improvement projects at specific intersections. Intersection level analysis is also generally utilized in the assessment of impacts for specific development proposals. The analytical methods in these cases would be according to the City's environmental review guidelines as described in Chapter Six, Land Use Analysis.

C. Implementation

The county departments primarily responsible for roadway CMP efforts (the Transportation Authority, the Department of City Planning, and the Department of Parking and Traffic) currently are not sufficiently staffed to fully accomplish implementation of the monitoring program. The limited level of detail concerning baseline conditions reflects the existing staffing and resource constraints affecting these responsible agencies. Complete documentation of existing LOS conditions, even in the phased approach described, and continued monitoring which is required to qualify for state financial assistance for transportation projects will require commitment of substantial supplemental resources. The Department of Parking and Traffic, which will assume primary responsibility for most of the data collection effort, anticipates a need for additional staffing as follows:

- Traffic Survey Technician services (50% time, $20,000),
- a full-time Associate Traffic Engineer ($75,000),
- Traffic Engineer services (25% time, $50,000).

The total personnel costs are expected to be in the order of $145,000 per year to meet monitoring responsibilities in the Department of Parking and Traffic.

Equipment needs are estimated to cost approximately $83,000, a one-time expense for the coming year. For conducting the tube counts, the vehicle travel speed studies, and LOS studies, the following hardware needs to be purchased:

- upgrading and maintenance of solid state traffic volume counters and ancillary equipment ($50,000);
- van dedicated to CMP vehicle travel speed studies ($25,000);
- two lap top computers and software ($6,000),
- mechanical counters for turning movement counts ($2,000).

Budgeting for these costs for FY91/92 is in process. It is anticipated that the State gas subvention funds will cover the costs of the roadway monitoring program.

CHAPTER FOUR

TRANSIT STANDARDS

I. Background

The requirement for the CMP to contain transit standards is located in Section 65089(b)(2) of the law which specifies that standards be established for frequency and routing of public transit and for the coordination of transit service provided by separate operators within the boundaries of the City and County of San Francisco. Transit standards were developed for the CMP by city staff and representatives from transit operators that provide service to the City. These operators include the San Francisco Municipal Railway (MUNI), the primary provider in the City, Alameda Contra Costa Transit (AC Transit), Bay Area Rapid Transit (BART), California Department of Transportation or Caltrans (for CalTrain), Golden Gate Transit, and San Mateo County Transit District (SamTrans).

II. Transit Coordination

With respect to the coordination requirements, there has been general agreement among all the transit operators in the Bay area to use the same standard. In response to the requirements established in Senate Bill 602, MTC is required, in coordination with the Transit Operators Coordinating Committee, to develop rules and regulations for fare and schedule coordination in the MTC nine county region. This process, commonly referred to as the SB602 process, is already being implemented and should be sufficient to meet the intent of the CMP requirements for transit coordination in the region. Therefore, as long as MUNI and the other operators in the City are considered in compliance with the SB602 process, the operators and their services will be considered in conformance with the CMP coordination standard.

III. Transit Frequency and Coverage Standards

Given below is a summary of the frequency and coverage standards for each transit operator who provides services in the City. The frequency standards are indicated in minutes of headways. Since MUNI and the surburban transit operators who provide service to San Francisco operate in vastly different service environments and their service standards reflect these differences, it is unlikely that these operators will decide to merge individual standards into combined multi-operator frequency standards. The transit standards are essentially established policy and in most cases are taken from each operator's current Short Range Transit Plan.

MUNI

Muni Frequency Standard:

20-minute maximum headway on radial and crosstown lines.
30-minute maximum headway on community and feeder lines.

Muni Coverage Standard:

Walking distance to a route is a quarter mile or less.

AC TRANSIT

AC Transit Frequency Standard:

Service Type:	Peak	Mid-day	Night	Owl	Weekend/Holidays
Transbay Express	30	--	--	--	--
Transbay Basic	15	30	30	--	--

AC Standard Coverage Standard:

AC Transit provides two levels of service to the Transbay Terminal in San Francisco. Transbay Express provides medium to high frequency peak-hour service between San Francisco and selected areas of the District where there is demand for transit services which BART cannot meet. Transbay Basic provides direct service between San Francisco and major East Bay areas that are not well served by BART; the service operates all day at a medium to high frequency on a local and/or limited stop basis.

BART

BART Frequency Standard:

	Concord Daly City	Fremont Daly City	Richmond Daly City
Weekday Peak	7.5	11	15
Weekday Mid-day	15	15	15
Weekday Night	20	--	--
Saturday Day	20	20	20
Saturday Night	20	--	--
Sunday/Holiday all day	20	--	--

BART Coverage Standard:

BART rail service is provided between the hours of 4 a.m. and 1:30 a.m. Monday through Friday, 6 a.m. to 1:30 a.m. on Saturdays, and 8 a.m. to 1:30 a.m. on Sundays and major holidays. Closings for individual stations are timed with the schedule for the last train beginning at approximately midnight.

BART has eight stations in San Francisco: Four spaced a half mile apart on Market Street and four at variable distances in the southwestern part of the City.

CALTRAIN

CalTrain Frequency Standard:

30-minute headways during the peak
2 hour headways off-peak

CalTrain Coverage Standard:

The CalTrain system operates on a 46.9 mile route between San Francisco and San Jose. There are 26 stations in the 16 cities that CalTrain serves, including four in San Francisco. Stations are spaced between 1.0 and 4.1 miles apart.

GOLDEN GATE TRANSIT

Golden Gate Frequency Standard:

Service Type:	Peak	Base
Commute Bus	15	--
Basic Service Bus	30	60
Larkspur Ferry	30	2 hrs.
Sausalito Ferry	75	75

Golden Gate Coverage Standard:

Commute bus routes operate weekdays, in the peak travel direction, between residential areas in Marin and Sonoma Counties and the San Francisco Finance District and Civic Center.

Basic service routes operate all day, seven days a week, between the Transbay Terminal and Civic Center in San Francisco and various suburban centers within Marin and Sonoma Counties.

The Sausalito Ferry operates with one boat and can only provide service as quickly as it can travel back and forth between Sausalito and San Francisco, usually an hour and a half.

SAMTRANS

SamTrans Frequency Standard:

Service Type:	Peak	Base
Commute Bus	30	--
Basic Service Bus	--	60

SamTrans Coverage Standard

1. Serve each city within San Mateo County with at least one bus route.

2. Maintain bus service within the following regional corridors:
   - o Highway 82 (El Camino Real)
   - o Highway 92 (San Mateo Bridge)
   - o Highway 101
   - o Highway 1 north of Half Moon Bay

3. Maintain bus feeder service to CalTrain stations located within San Mateo County at current levels (FY 1990/91).

4. Maintain bus feeder service to the Daly City BART station at current levels (FY 1990/91).

CHAPTER FIVE

DATA BASE DEVELOPMENT AND TRAVEL DEMAND FORECASTING

I. Background

Section 65089(c) of the CMP legislation requires that the CMA, in consultation with the regional transportation planning agency, cities, and the county, develop a uniform data base on traffic impacts for use in a county-wide transportation computer model. The purpose of this requirement is to guide the congestion management decision making process in identifying the most effective balance of transportation programs and projects which maintain level of service standards. This includes the consideration of benefits of transit service and transportation demand management programs, as well as projects for relief of congestion on the highway and arterial system.

In deciding on the approach to be used in San Francisco to meet these CMP requirements, the following considerations were most pertinent:

A. The nature of the land use and transportation decisions to be made in the San Francisco built-out environment are smaller scale and much more incremental in nature than in developing surburban counties.

B. While conventional computer forecasting models are useful in regional analysis, for small area analysis, other computer and non-computer analytical methods can be used efficiently determine land use impacts on the transportation system.

C. Whatever database and modeling application developed, there must be compatibility and consistency with the regional MTC model.

D. Resource constraints are a real consideration; no dedicated source of funding has been identified for the preparation or maintenance of a comprehensive county wide travel demand model.

E. The City's transit first policy guides programming decisions in those situations where multimodal trade-offs in programming would normally be made.

II. Recommended Travel Demand Approach

Given the above considerations and constraints, the Transportation Authority has decided to utilize a combination of regional model applications and local/small area analytical techniques to meet the CMP database and forecasting requirements. Therefore, the methods used in the land use impact analysis will continue to be used for determining the effects of land use decisions on the affected portion CMP network.

The output from the regional model for year 2000 travel demand forecasts, published by MTC in the Databook #3 San Francisco, will form the basis of forecasting system performance for the CMP network.

It is clear that this approach may have some disadvantages. The weakest point is connection between the micro-level analysis of specific land use or traffic improvement changes and the cumulative effect of these changes over time and/or with respect to regional impacts. This is due to the lack of a method for linking regional and subregional analytical techniques. What the Transportation Authority intends to do; however, is to develop an appropriate method of linking the small area methods for land use and traffic impacts to the regional model outputs. This approach, coordinated with data from a systematic monitoring program, can form over the next two years an economical and pragmatic response to the CMP modeling requirements.

The discussion on land use impact analysis in Chapter Six details the small area traffic, transit and land use impact techniques. The above referenced Databook #3 provides forecast information on the projected congestion levels for the year 2000 in San Francisco. This databook is the third in a series of ten reports to be prepared by MTC staff for the purpose of assisting counties in preparing CMP forecasts. Background information on the model, including forecasting methodology, input assumptions (pricing assumptions, socio-economic forecasts, highway and transit network assumptions, and travel behavior assumptions) can be found in an earlier MTC publication, entitled Databook #1: Regional Summary.

The Transportation Authority has funded the initiation of transportation corridor studies in the two highest priority corridors, Geary and Third/Street Bayshore. The planning scope of work for both of these corridors is under development and no specific survey or modeling requirements have yet been established. However, Authority staff aniticipates that data collection such as an updated origin and destination study and some method of modeling travel demand for different alternatives in the corridors will be developed. This work will use the regional MTC model as the basis for developing appropriate corridor analysis tools to carry out the appropriate level of systems planning for the corridors.

CHAPTER SIX

LAND USE ANALYSIS ELEMENT

I. Introduction

CMP legislation mandates an analysis of the impacts of land use decisions on the transportation system. Procedures for interaction between different jurisdictions within a county must also be adopted. Appropriate measures to mitigate development impacts and the cost of these mitigation measures must be identified.

The land use analysis element outlines San Francisco's role as a regional employment center and its recent policies to increase residential development within the City. The existing insitutional framework for land use decision-making and the provision of transportation services is described. The potential effects of land use changes upon the transportation system are currently assessed through an exacting environmental review process. Existing institutional roles and fundamentals of the project review process are not expected to change due to CMP requirements.

II. Existing Setting

San Francisco established itself as the region's central city during the Gold Rush era. It has retained its role as the most concentrated center of employment as the region has evolved. San Francisco's peninsular location and small size, approximately 49 square miles, have forced a close relationship between the City's development patterns and its transportation network. There have been significant numbers of suburban commuters into the City for over a century. San Francisco has been able to maintain one of the highest percentages of transit use among U.S. cities because size constraints resulted in relatively high density development, and topography and geography limited access routes to and from the City.

In recent decades, an increasing amount of population and employment growth has occurred throughout the region. Back office, manufacturing, wholesale trade, warehousing, and general retail employment has grown faster in the East Bay and South Bay than in the City. However, San Francisco has remained the region's dominant employment center for middle and upper level office and administrative functions, specialty retail, and other jobs dependent upon direct transactional activities. San Francisco's daytime population is double its resident population, and about half of its 575,000 jobs are filled by suburban commuters. Transit and ridesharing currently account for about 76 percent of all commuter travel in the San Francisco downtown office district, which contrasts with 11 percent transit use for the entire Bay Area region.

During the 1980's, San Francisco actively promoted new residential development. Extensive revisions to the City's Master Plan and rezonings were undertaken. Each of these land use plans - the Downtown Plan, Rincon Hill, North of Market, Chinatown, Neighborhood Commercial, Van Ness Avenue, South of Market, and Mission Bay - incorporated measures to retain and enhance opportunities for residential development. In addition, housing development has been promoted by the policies of the San Francisco Redevelopment Agency in the Rincon Point/South Beach, Yerba Buena Center, and the Western Addition Redevelopment Plan Areas. Together, these policies have resulted in a net gain of over 8,500 housing units since 1985, which represents about a seventy percent annual increase in housing production compared to the previous fifteen years. In a regional context, San Francisco ranked fourth among Bay Area cities, behind San Jose, Fremont, and Santa Rosa, in the amount of new housing built since 1980.

III. Institutional Framework

San Francisco is a Charter City and has a consolidated city and county government. An eleven member Board of Supervisors serves as the legislative body for the City's unified city and county government. The City Planning Commission (CPC) has responsibility for land use decision-making throughout the City. Five of the seven members of the CPC are appointed by the Mayor, plus there is a representative from the local Public Utilities Commission and the Chief Administrative Officer. Among the primary responsibilities of the CPC are the following:

> Master Plan policies and area land use plans are exclusively acted on by the CPC under the City Charter;
>
> the CPC holds public hearings on all appeals to Negative Declaration determinations and certifies all local Environemntal Impact Reports;
>
> subdivisions of five or more lots and all rezonings must be approved by both the CPC and the Board of Supervisors; and,
>
> discretionary development decisions under the City Planning Code (e.g., Use cases, which can be appealed to the Board of Supervisors under certain circumstances) and the City Charter (e.g., Discretionary Review of building permit applications) are made by the CPC.

The Transportation Section of the Department of City Planning has primary responsibility for the integration of land use and transportation policies, assessment of the transportation impacts of development proposals, and coordination with other departments which provide transportation services. The Municipal Railway operates an extensive streetcar, cable car, trolley coach, and diesel bus transit network within San

Francisco. The Department of Parking and Traffic was created in July 1990 to manage City off-street and on-street parking, parking enforcement, and traffic engineering activities consistent with the City's Transit First policies. The Department of Public Works has retained responsibility for street cleaning, maintenance, repair, and contract management affecting streets and infrastructure. Each of these departments are integral parts of the City's governmental structure, and all ultimately report to the Mayor and the Board of Supervisors.

The San Francisco County Transportation Authority (Transportation Authority) was established to administer the funding program generated from passage of a new one-half cent sales tax for transit, roadway, bicycle and pedestrian projects. The Board of Supervisors serves as the Board of Commissioners for the Transportation Authority. The Transportation Authority has also been designated as the local Congestion Management Agency (CMA). Transportation Authority staff have delegated duties for preparation of the CMP to various City departments but ultimate responsibility for CMP compliance activities rests with the Authority.

IV. Land Use And Transportation Analysis: Existing Practice

The transportation implications of proposed development and of prospective land use changes are currently assessed within the framework of the California Environmental Quality Act (CEQA). The Office of Environmental Review (OER) within the Department of City Planning serves as the City's lead and responsible agency for conducting environmental assessments. Determination of transportation impacts associated with land use changes is an integral part of the environmental review process. Transportation impact analyses are mandated not only based on traffic increases which exceed specified thresholds but also are necessary whenever transit operations, pedestrian facilities, or loading needs may be adversely affected. Exacting published guidelines (Appendix 3) detail a consistent methodology in the assessment of land use effects on the entire transportation system. It is a well-established procedure in the local approval process to require project sponsors to finance the mitigation of localized and areawide impacts expected to be generated by their projects. A Transit Impact Development Fee of five dollars per net new gross square feet for downtown office space is mandatory to offset the increased marginal costs for provision of additional peak period transit service. Mitigation by developers helps to defray the costs of public improvements needed as a result of land use decisions.

Long-range development potential and associated cumulative transportation impacts have been assessed in conjunction with land use plans and rezonings for many areas of the City. Models have been developed for the Downtown Plan, South of Market, and Mission Bay EIR's to provide a comprehensive framework for the analysis of the effects of land use changes upon the transportation system of the greater downtown area. Sub-area modeling has also been used in conjunction with land use rezonings for

Chinatown and Van Ness Avenue. Potential transportation impacts generated by new development proposals are assessed within the cumulative framework for each sub-area which has been modeled. No citywide model which integrates land use with the entire transportation network currently exists for San Francisco. Presently, it is not possible to accurately assign impacts associated with San Francisco development to the regional transportation network beyond the City's boundaries. While there is considerable fragmentary evidence that through traffic increasingly contributes to congestion, it is also not now possible to identify the magnitude of the effects of development elsewhere in the region upon San Francisco.

V. Implications of CMP Requirements

CMP requirements would not be expected to fundamentally change the existing governmental structure for land use decision-making. San Francisco's unified city-county government has already consolidated power at the county level and resolved questions of jurisdictional authority which the CMP process raises in most counties. The institutional roles of the City Planning Commission and Board of Supervisors would be unaffected.

Annual determinations of conformity with the local CMP will be made by the Transportation Authority at the countywide level. Each City department with specific transportation planning and operational responsibilities will retain its current roles. The Transportation Authority will play a central role in developing closer coordination among the departments and in integrating transportation and land use functions as part of the CMP process.

CHAPTER SEVEN

TRIP REDUCTION AND TRAVEL DEMAND ELEMENT

I. Background

CMP legislation requires development of a trip reduction and travel demand element that promotes alternative transportation methods, such as carpools, vanpools, transit, bicycles, and park-and-ride lots; improvements in the balance between jobs and housing; and other strategies, including flexible work hours and parking management programs. Each jurisdiction is expected to adopt a Trip Reduction and Travel Demand Ordinance which incorporates these policies no later than November 1992.

While San Francisco presently does not have an official citywide Trip Reduction Ordinance, over the last two decades the City has adopted a variety of policies designed to accommodate increased commute travel demand, without significant investment in increased highway and street capacity. In 1973, The City Planning Commission and the Board of Supervisors adopted a policy geared towards giving priority to transit vehicles on specified "transit streets". This became the genesis for a program which has evolved and expanded throughout the years, and is commonly referred to as the City's "**Transit First**" policy. The City has a comprehensive approach toward the Transit First policy. The Transportation Element of the General Plan, the Planning Code, and other City ordinances have all established strategies and regulations which support this Policy and promote alternative travel solutions to the single occupant automobile.

The following sections will describe in detail the General Plan's objectives and policies which focus on the Transit First policy. City Planning Code and other City ordinances intended to implement this policy are further outlined in the following paragraphs. The next section will discuss policies intended to reduce commute travel demand in relation to the housing and employment growth balance. The final section examines San Francisco's policies in relation to regional recommendations for Transportation Control Measures to achieve air quality objectives.

II. Master Plan Related Objectives and Policies

The following objectives and policies of the Transportation Element of the General Plan focus on the City's policy toward a **transit oriented solution** to the growing travel demands, as well as the City's comprehensive transportation planning approaches oriented toward discouraging the use of automobiles.

Policies 2 and 3 of Objective 1 **give priority to public transit** as the means of meeting

transportation needs, particularly those of commuters, and call for the coordination and linkage of regional and local transportation systems.

Policies 1 and 2 of Objective 2 call for the **development of an extensive network of regional rapid rail transit system** to support a city-centered region and for the transportation system to guide the development of the City. Policy 6 under this Objective calls for incentives for the use of transit, carpools, and vanpools, and for the reduction of the need for automobile and parking facilities.

Objective 3 gives first priority to **improving transit services** and providing an efficient and convenient system throughout the City, as a feasible alternative to automobile use. Policies 1 through 8 of this objective call for an **improved transit system** by establishing transit preferential streets, by providing intensified citywide transit services and low fares, by establishing transit centers, by maintaining adequate taxi services, by establishing frequent transit services to major activity centers, and by providing supplemental privately operated transit services.

Objective 4 establishes **transit as the primary mode of travel** to and from downtown and all major activity centers within the region. Policies 1 through 5 of this Objective call for exclusive bus lanes on freeways and bridges, for provision of transit service to downtown and other employment centers from residential and suburban areas, for making future rail transit extensions in the city compatible with Bart and Muni rail lines, and for the support of water-based transportation systems.

Policy 3 of Objective 10 restricts **long-term automobile parking at rapid transit stations** throughout the City in favor of feeder bus services.

Policy 1 of Objective 11 limits the provision of long-term parking facilities at institutions and encourages short-term parking.

Objectives 7 and 8 both call for the provision of **safe pedestrian and bicycle facilities** as alternatives to single occupant automobile travel.

Objective 7, Policies 1 through 4, calls for the provision of safe and pleasant spaces for pedestrians by widening sidewalks, by creating pedestrian streets, by ensuring convenient and safe pedestrian crossings, and by closing certain streets for pedestrian use.

Policies 1 through 6 of Objective 8 call for an increased availability of information for cycle commuting, for expansion and improvement of bikeways, for elimination of hazards on bikeways, for accommodation of bicycles on regional transit facilities, for bicycle safety education, and for improved bicycle traffic enforcement.

III. Existing City Ordinances

This section describes the Planning Code and other City ordinances dealing with implementation measures oriented toward Transit First policy and other strategies developed by the City to discourage the use of the single occupant automobile.

A. The Planning Code

1. Parking

Unlike most central cities, San Francisco has never imposed parking requirements for downtown commercial development. This policy has complemented the Master Plan's Transit First policy. Subsequent policies adopted in the City have supported this program. The City has used these policies to discourage cars in the downtown area. These efforts have effectively controlled the growth of automobile travel in the downtown area. The comparison of the cordon counts of all vehicles entering San Francisco's greater downtown area, taken in 1965 and 1983, indicates that vehicular traffic slightly decreased (about 3.7%). During the same period, approximately 30 million square feet of additional office space was built in the downtown area, and city-wide employment, between 1970-1980 alone, increased by approximately 100,000 jobs. The number of parking spaces between 1965 and 1983 remained about the same. Results from subsequent updates of parking counts conducted in 1987 have remained consistent with this pattern.

The following paragraphs outline the Planning Code Sections related to parking policies:

Section 204.5(c) does not require, but permits parking in the downtown area as accessory use. The maximum garage area for accessory parking is limited to 7% of the gross floor area of the building. Any amount above the permitted 7% requires Conditional Use permit authorization.

Section 155(g) establishes rate structure for parking, available for the general public, in the downtown area. The rate structure is intended to discourage long-term parking for all uses with the exception of residential and hotel uses. The rate charge established for four hours of parking duration cannot exceed four times the rate charge for the first hour. The rate charge for eight or more hours of parking duration cannot be less than 10 times the rate charge for the first hour. No discount parking is permitted for weekly, monthly or similar time-specific periods. The rate structure established under this section does not apply to stand alone parking garages, i.e., parking that is not approved as a part of another development. However, the City Planning Commission can use discretionary powers to apply the rate structure to stand alone garages.

Section 156(h) permits new parking lots within the downtown area only as temporary uses, for a two-year period, and requires Conditional Use permit authorization only.

Section 223(m-p) allow parking garages in C-3 Districts as principal uses by Conditional Use permit authorization only.

2. Transportation Management Programs and Transportation Brokerage Services

The purpose of this program is to assure that adequate measures are undertaken to minimize the transportation impacts of added employment in major employment centers. The program is carried out by facilitating the effective use of transit, by encouraging ridesharing, and by employing other practical means to reduce commute travel by single occupant vehicles.

Section 163 of the Planning Code establishes a Transportation Management Program (TMP) and Transportation Brokerage Services (TBS) for office buildings in the greater downtown area C-3 districts and the South of Market area. C-3 districts are the zoning districts in the downtown area that allow major office, retail, commercial and downtown support developments. Outside of the downtown area, the Mission Bay Specific Plan expands these programs to office and commercial-industrial districts, and to certain retail developments within the specific plan area. Major institutions (e.g., hospitals and universities) subject to institutional master plans are also required to follow the Department's guidelines to provide on-site TMP and TBS; these requirements are imposed as conditions of approval when an institution requests building permit approval, pursuant to its Institutional Master Plan. Both code mandated and condition mandated requirements follow the same concept.

a. General Program Requirements.

New buildings above 100,000 square feet of gross floor area in the C-3 districts in the downtown area, and above 25,000 square feet of gross floor area in the South of Market area, are required to provide on-site TMP and TBS for the actual lifetime of the project. The TMP and the TBS requirements are established in the "Transportation Management Programs in Greater Downtown: Developer's Manual for Procedures and Performance Criteria" document ("Developer's Manual").

Major institutions subject to the institutional master plan procedures are encouraged to provide on-site TMP and TBS. The TMP and TBS guidelines for institutions are established in the "Transportation Management Program Reporting Requirements for Institutions" document ("Institution Reporting Guidelines").

In the Mission Bay Plan, office and commercial-industrial developments of at least 50,000 square feet are required to provide on-site TMP and TBS for the actual lifetime of the project, and to participate in a TMP developed and implemented for the area as

a whole. Certain retail projects of at least 15,000 square feet are also required to participate in the TMP.

The TMP and TBS are designed:

(1) To promote and coordinate effective and efficient use of transit by office tenants, institutions and their employees, including the provision of transit information and on-site sale of transit passes;

(2) To promote and coordinate ridesharing activities for employees at each office building and institution;

(3) To reduce parking demand and assure the proper and most efficient use of on-site or off-site parking;

(4) Whenever feasible, to promote and encourage project occupants to adopt a coordinated flextime or staggered work hours to more evenly distribute the arrival and departure times of employees, within peak commute periods;

(5) To participate with providers of transportation broker services at other downtown office buildings and at other major institutions, respectively, in networks promoting common commute alternative objectives; and

(6) To carry out other activities determined by the Department of City Planning to be appropriate to meeting the purpose of this requirement.

b. Greater Downtown TMP and TBS Program Requirements - Mandated & Voluntary

Under the "Developer's Manual" the project owner is required:

(1) To designate a permanent **Transportation Management Coordinator (TMC)** to comply with reporting requirements, to develop and implement parking plans, and to provide oversight and management to the program.

For buildings with parking the TMC is required to submit a Parking Management Plan (PMP) to be reviewed and approved by the Department of City Planning. The parking plan should allocate parking among various users such as short-term, handicapped, carpools, vanpools and bicycles. The PMP should provide a plan to market preferential on-site parking for carpools and vanpools. The issuance of long-term parking leases is limited to the employees of the building.

(2) To provide permanent **Transportation Brokerage Services.** Overall program marketing, transit pass sales and promotion, matching individuals into ridesharing,

management and biennial administration of surveys regarding employee commute behavior, are all examples of transportation brokerage functions.

Under the "Institutions' Reporting Guidelines", every affected institution is encouraged to provide:

(1) Transportation Coordination for oversight and management of all aspects of the institution's transportation programs performed by a designated Transportation Coordinator. The Transportation Coordinator sets direction and monitors parking policies. For buildings providing parking, a PMP is required. The PMP should include policies ranging from the pricing of parking to the allocation of parking spaces.

(2) Transportation Brokerage for day-to-day administration of the institution's TSM programs. Overall program marketing, transit pass sales and promotion, matching individuals into ridesharing arrangements, and biennial administration of surveys regarding employee commute behavior are all examples of transportation brokerage functions.

c. Mission Bay TMP and TBS Requirements

Requirements for TMP and TBS in Mission Bay generally follow those established for C-3 districts in the downtown area, but with specific provisions as stated in the Specific Plan.

d. TMA and TBS Support Organizations

The Transportation Management Association (TMA) of San Francisco was established in 1989. The TMA is an association of building owners and managers that coordinate and facilitate implementation of the TSM programs. Presently there are about 65 buildings in the greater downtown area with TSM requirements. About 34 buildings have joined the TMA organization.

The Joint Institutional Transportation Brokers Association (JITBA) was established in the late 1970's to reduce the magnitude of transportation impacts of existing and expanding hospitals and educational institutions in San Francisco's neighborhoods. JITBA provides TSM services to its members. Some of JITBA members have transportation programs established as a result of project's condition of approval, others have been realized as result of management initiatives of specific institutions, and others have been set up in direct response to neighborhood groups' concerns. Membership in JITBA is not mandatory.

B. The Transit Impact Development Fee

In 1981, "The Downtown Transit Impact Development Fee" ordinance was enacted. Under this ordinance, all new or converted office spaces in the downtown area are required to pay a $5.00 per square foot fee to the City, to accommodate the new transit trips generated as a direct result of the new development over the life of the building. New office development increases the need for public transit services in the downtown area during peak periods. The increased ridership demand for Muni as a result of the new development can be accommodated through expansion of the transit services which are partially funded by this fee. In ten years of implementation, this fee has generated approximately $71 million. Appendix 4 contains a copy of this ordinance.

C. Other City Ordinances and Initiatives:

To improve the transit system and to encourage the use of public transit, the following acitons have been approved and implemented in the City.

1. Transit preferential streets programs have been established to give priority to transit vehicles, where conflicts with auto traffic occur, and to reduce transit delays. In addition ten streets in the downtown area have designated all-day bus-only lanes:

Sutter Street - Sansome to Gough
Post Street - Gough to Market
Geary Street - Kearny to Gough
O'Farrell Street - Hyde to Powell
Mission Street - Main to 4th
4th Street - Berry to King
First Street - Market to Mission
Fremont Street - Mission to Market
Stockton Street - Tunnel to O'Farrell
Sacramento Street -Drumm to Kearny

2. Exclusive Rights of Way have been established for cable cars on Powell Street from Market to Ellis, California to Sutter, and the northern half block from Francisco to Bay, and for street cars on Judah Street from 9th to 19th Avenues.

3. Parking is prohibited during peak hours, on transit oriented streets with heavy traffic volumes, to increase transit speed.

4. Bus bulbs have been installed on congested streets such as Polk and Stockton Streets to improve passenger boarding and to reduce travel time by saving the time needed to pull into and away from the bus stops.

5. On Market Street, median islands have been utilized as bus stops to disperse curb lane bus stops and to improve transit operating efficiency.

6. Transit signal pre-empts, consolidation and relocation of transit stops, and increased enforcement of parking regulations to allow buses to move more smoothly, are additional measures taken by the City to improve transit system operations.

7. Residential Parking Permit programs, in the neighborhoods surrounding institutions and neighborhood commercial districts, control and discourage free all-day parking for the employees in those areas.

8. The Planning Commission has adopted a formal policy to allocate a percentage of parking for office buildings in the downtown area to carpool and vanpool parking.

9. Priority parking for carpool and vanpool parking in the Mission Bay Plan is defined as a minimum of three persons per car compared to two persons per car, as defined in some counties.

10. A city-wide 20 percent tax is imposed on all off-street parking fees. This tax effectively increases the cost of parking and therefore discourages commuting by single occupant vehicle.

11. With the passage of a 1/2 ¢ sales tax enacted by the City in 1989, funding for many transportation projects and programs has been assured. Sixty percent of the approximately $900 million generated by the sales tax over the next 20 years, will be allocated to transit projects and programs, eight percent will be used for paratransit, and an additional two percent will fund TSM programs.

IV. Housing and Employment Balance

Downtown San Francisco has the largest concentration of commercial activity and employment in the Bay Region. Much of the downtown employment growth occurred in the 1970-79 period. During that time about 100,000 new jobs were created and about 11,300 net new residential units were built in the City. For each 100 new jobs created in the city about 11 net new residential units were built during this period. This attracted many new workers from the region and significantly increased the number of suburban commuters into the City.

However, during the last decade downtown employment growth has slowed. At the same time, more housing units have been built relative to the amount of employment added, compared to the previous decade, resulting in fewer commute trips per new job created. During the 1980-1989 period about 14,100 new jobs and 12,250 net new residential units were created in the City. For every 100 new jobs created about 87 net new housing unit were built during this period. The number of housing units per job created during this decade was about 690 percent higher compared to the previous decade.

It has also been the City's policy in recent years to promote new housing in conjunction with new developments. Presently there are established housing requirements for new office buildings in the downtown area. Section 313.3 of the Planning Code, the Office/Affordable Housing Production Program (OAHPP) imposes housing requirements for buildings above 25,000 square feet of office space. Under this Section the project sponsor is required to either build housing at a rate of 38.6 units per 100,000 square feet of office, or pay $7.20 per square foot to a housing developer to construct housing, or pay an in-lieu fee to the city-wide Affordable Housing Fund. OAHPP requires 62 percent of the units to be allocated for low or moderate income housing.

Extensive rezonings undertaken in the City during 1980's have also actively promoted new residential development in the City. The Downtown Plan, Rincon Hill, North of Market, Chinatown, Neighborhood Commercial, Van Ness Avenue, and the South of Market Plans all have measures to retain and increase residential development. The Mission Bay project alone will add 8,520 new residential units in conjunction with the commercial development.

V. Limitations of Existing Ordinances

The present transit and rideshare mode share in downtown San Francisco is very high. Of all work trips to and from the downtown, about 76% are made by transit and ridesharing. However, the rideshare and transit use in other centers of employment in the City is lower. The present TSM ordinance's focus is the new development in the downtown area. Congestion program planning for next year will include an evaluation of the feasibility and productivity of extending the TSM requirements to existing and new centers of activity citywide.

VI. Relationship of Travel Demand Measures to Regional Air Quality Transportation Control Measures

Under the California Clean Air Act (CCAA), all regions of the State violating air quality standards are given one of three designations--moderate, serious, or severe. The basic difference in these designations is when attainment of standards is projected to occur. The Bay Area is considered a severe area, since projections show that it will be unable to meet the standards by 1997 for three pollutants: carbon monoxide, reactive hydrocarbons and nitrogen oxides, with any practical strategy conceivable now. The CCAA requires submittal of plans in 1991 to control carbon monoxide and ozone. All areas classified severe are also required to reduce pollutant emissions by five percent per year. If this is not possible they are to implement all "feasible measures".

The Draft Bay Area 1991 Clean Air Plan, prepared jointly by the Association of Bay Area Governments (ABAG), Bay Area Air Quality Management District (BAAQMD) and the Metropolitan Transportation Commission (MTC), was issued in April 1991. This plan is required to meet the rules established by the passage of the California Clean Air Act for

submittal of a final plan by June 30, 1991. In addition to the mobile source controls proposed for the Bay Area which seek to reduce the per vehicle emissions for each mile driven, there are also measures which seek to reduce the total number of trips and miles traveled, better known as Transportation Contol Measures (TCM's). The MTC has taken the lead in the region for development of a TCM plan which responds to both State and Federal requirements. The TCM plan has been reviewed and revised by the BAAQMD and a summary of the TCM's are included in the Draft Clean Air Plan.

The TCM plan has three major components:

Phase 1 - Reasonably available TCM's that are based on existing authority and funding; implemetation by 1994.

Phase 2 - Additional mobility, traffic operations and incentive package which requires new legislative authority and funding; implementation by 1997.

Phase 3 - Market based TCM's which also require authorizing legislation, with the exception of parking managment; implementation by 2000.

Local agencies are expected to incorporate these TCM's into planning and implementation for transportation and land use programs. The region, through the MTC, is held responsible for overall progress toward the stated goals. The CMP process provides an opportunity to integrate local planning and programming into the regional air quality planning process. Given below is a discussion of the four types of Phase I proposed regional TCM's and how the City's congestion management strategies contribute to or reinforce these measures. In addition, San Francisco has implemented parking management and pricing rules that are considered a Phase 3 measure.

A. Employer Based Trip Reduction

1. Expand exployer assistance programs - The current San Francisco transportation management and transportation brokerage program will be expanded in FY91/92 with funds allocated from the half cent sales tax administered by the Transportation Authority. One staff person will be added to the Department of City Planning, with responsibility for conducting surveys, expanding outreach, and developing and implementing educational activities in the coming year.

2. Adopt employer-based trip reduction rule - The BAAQMD has the authority to implement a trip reduction rule by July 1993. However, the agency preference would be to have localities put in place a rule or set of rules that would meet certain criteria. San Francisco has adopted ordinances for transportation management and transportation brokerage programs, but these apply to only the downtown and the Mission Bay redevelopment area south of the central business district. A program is in

place for certain institutional uses in the remainder of the City, but participation is voluntary. As a part of next year's CMP planning, the Transportation Authority intends to evaluate whether extension of this ordinance to other parts of the City is feasible or productive. It is possible that all of the current regulations, including the highly effective parking restrictions, when taken together constitutue the most effective trip reduction rule for the City. Local sales tax funds in the amount of $525,000 is budgeted for TMA, brokerage, and trip reduction planning and implementation for FY91/92. The Department of City Planning will have the lead on these activities.

B. Indirect Source Review

1. Adopt indirect source control program - The BAAQMD is proposing that new and existing development projects with regionally significant air quality impacts would be subject to a new indirect source rule. This review would cover commercial and residential projects as well as other vehicle attractors such as convention and sports facilities, universities, hospitals, and airports. New highways and road improvements which have the potential to generate additional traffic may also be classified as indirect sources. The proposed regulation would be created in two phases, the first covering new development and the second covering existing development. Projected implementation is January 1994.

While San Francisco has no specific indirect source rule for air quality purposes, the land use and parking regulations, along with the Transit Development Impact fee, constitute development regulation for the mitigation of new travel demand.

C. Mobility

1. Expand new rail starts program - This TCM is tied to implementation of the current regional rail agreement (referred to as Resolution 1876) which calls for a $3.5 billion extension program for five rail extension projects. No San Francisco project is included in this list of priority rail projects; however, the City has programmed and partially funded several rail extension projects which could become a part of this TCM. These include construction of the F-Line Streetcar in the median of the realigned Embarcadero Roadway, extension of light rail service from the Muni Metro Turnback to 16th Street, and extension of trolley bus lines to Mission Bay and Potrero Hill areas. These and other transit projects are included in the Capital Improvement Program, provided in Chapter 8 of this document.

2. Improve ferry service - This TCM calls for expansion of ferry service as funding allows. MTC is preparing a long term ferry service plan and will allocate funds under its control consistent with the final recommendations of this plan. The Port Authority of San Francisco has received funding for expansion of ferry docking facilities at Pier 1/2.

Additional ferry terminal expansion projects are included in Chapter 8, Capital Improvement Program.

3. Construct carpool/express bus lanes on freeways - The region, in cooperation with Caltrans, has adopted a 2005 HOV master plan which includes 480 land-miles of HOV lanes compared to the 80 lane-miles at present. No current proposals exist for projects of this type on the congestion management network for San Francisco.

4. Improve bicycle access - This TCM proposes an increase in the number of bike routes and expansion of the carrying capacity of buses, ferries and rail transit. In San Francisco, a newly appointed Bicycle Advisory Committee is developing a prioritized list of projects for funding under Proposition 116 and the TDA sources. While a multiple year program has yet to be developed, next year's CIP will contain a bicycle element which responds to the goals of this proposed measure.

5. Install freeway traffic operations system - This measure seeks to improve flows on freeways by increasing average travel speeds and eliminating major tie ups more quickly. No current proposals exist for projects of this type on the congestion management network for San Francisco.

D. Implementation Support

1. Conduct public education - The major focus of this proposed measure is to stress the role of alternative transportation modes, including walking or bicycling to transit. San Francisco is responding to this measure within the scope discussed earlier in this Chapter for transportation management initiatives.

2. Develop legislative package for Phase 2 revenue measures - Funding will be requested for several transit initiatives, most importantly, expanded levels of basic transit and inter-city service, expanded rail access and fare reduction programs. MTC has the lead on these initiatives; San Francisco has passed resolutions in support of pending legislation for bridge tolls and vehicle registration fees for increased transit and CMP funding.

3. General plan air quality element - This measure recommends inclusion of a local air quality element in the adopted general plan where consistency would be required between the Air Quality Element and the Circulation/Land Use, Housing and other appropriate elements. San Francisco currently has no plans for inclusion of such an element in the general plan.

4. High density zones at transit stations - The measure is recommending that land uses at new transit stations be mixed use and higher density. All proposed new service in San Francisco is located in areas that are zoned medium to high density mixed land use. The City is not proposing any additional densification at existing or proposed

transit stations.

5. Monitoring - This function is primarily an MTC and BAAQMD responsibility; however, the Authority as a part of the CMP monitoring program, will develop an annual CMP report. Therefore, the Transportation Authority will be reporting annually on the implementation of those TCM's which are a part of the City's congestion management strategy.

CHAPTER EIGHT

CAPITAL IMPROVEMENT PROGRAM

The capital improvement program for this initial congestion management program is an abbreviated one. In keeping with the City's "Transit First" policy the bulk of the program is transit projects. The program is divided into three sections, one for transit projects, one for roadway projects, and one for waterborne transportation projects. For this draft submittal, no capital programming criteria have been used to evaluate the inclusion of projects. That criteria will be developed for next year's submittal. However, all of the major projects included in the CIP already have program status at either the regional or State level, or in many cases at both levels where appropriate. A brief description of each of the three program components is given below.

I. Transit Program

The seven-year capital program for transit is estimated to cost $1.3 billion. Of this amount approximatley $219 million has been awarded and approximately $62 million is pending approval for fiscal year 90-91. Major projects include replacement of the MUNI Metro light rail and trolley bus fleets, construction of new light rail and bus maintenance facilities, construction of MUNI Metro Turnback and new service extensions to Fisherman's Wharf and 6th Street. Funding for this capital program is dependent on many sources, most importantly Federal funds (57%), State funds (21%) and local transportation sales tax (17%). The remainder of needed funds are programmed from local and regional sources, such as bridge tolls, transit impact development fees, and the regional allocations of TDA and STA funds. The enclosed MUNI financial plan extends through the year 2000; the discussion above relates to only the seven years through FY97-98.

II. Roadway Program

There are only two roadway projects included in the program. The Embarcadero Roadway project involves the reconstruction of the exisiting surface roadway along the Embarcadero, from North Point Street and heading south to Broadway, and from Folsom Street to Sixth and King Streets. The mid-section of the roadway project, from Broadway to Folsom, is under redesign due to the teardown of the Embarcadero Freeway. The project is not expected to generate additional traffic, but instead is designed to better accomodate transit, pedestrians, and bicyclists, increasing its total people-carrying capacity. The improvements will provide better local street access to the Embarcadero and improve the movements for left-turning traffic at most intersections.

The Islais Creek Interchange project involves the construction of a northbound off-ramp from Interstate 280 (I-280), terminating at the intersection of Custer Avenue and Ranking Street, and a southbound on-ramp to I-280, located at the intersection of Evans Avenue, Toland Street and Napoleon Street. The proposed interchange will improve access to I-280 from the South Bayshore section of San Francisco. The interchange will provide a convenient freeway access point for traffic congestion in residential and neighborhood commercial areas, particularly Third Street. Access to I-280 from Candlestick Park will also be improved.

III. Waterborne Program

This section of the program contains an important North Commuter Ferry Terminal Upgrade project. This project will be accomplished in two phases. The first will install a ferry barge, trestle and gangaway off Pier 1/2, immediately north of the Ferry Building. In addition, this project includes installation of benches, lighting, and signage for passenger waiting areas. Funding for Phase I of the project will come from an Emergency Relief grant from the Federal Highway Administration and Caltrans, at the recommendation of the Cypress Corridor Citizen Advisory Council (to reduce traffic congestion in the East Bay due to the collapse of the Cypress Freeway structure). Local transportation sales tax and bridge toll funds are also programmed.

The second phase of the project is dependent on Prop 116 funds. These funds will be used for seismic upgrading of Pier 1/2, purchase and installation of second, publicly accessible barge, gangway and trestle, and the construction of a passenger terminal. Improvement and expansion of the terminal facilities will allow for more flexibility in scheduling, increased safety for passengers, and increased access to San Francisco. Terminal improvements will allow for expanded ferry service, decreasing the number of Bay bridge trips, and contributing to the achievement of regional air quality goals.

CAPITAL IMPROVEMENT PROGRAM
TRANSIT PROJECTS

NOTE: The project priorities listed in this program financial plan reflect the San Francisco PUC/MUNI priorities and not necessarily those of the Transportation Authority.

OPERATOR: San Francisco Municipal Railway
LEAD AGENCY: San Francisco Public Utilities Commission

WORKSHEET FILE NAME: FINANCIAL PLAN
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PRIORITY RANK	PROJECT NAME AND FUND SOURCE	THROUGH FY89-90	AWARDED FY90-91	PENDING FY90-91	FY91-92	FY92-93	FY93-94	FY94-95	FY95-96	FY96-97	FY97-98	FY98-99 & BEYOND	TOTAL	PERCENT CAPITAL TOTAL
ONE	MUNI METRO TURNBACK													
	UMTA SECTION 3 -- RAIL MODERNIZATION	$10.597,500	$0	$35,393,400	$37,500,000	$29,638,264	$0	$0	$0	$0	$0	$0	$113,129,164	68.26%
	UMTA SECTION 23 -- INTERSTATE TRANSFER	$1,105,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,105,000	0.67%
	STATE TRANSIT CAPITAL IMPROVEMENT	$7,675,000	$5,698,900	$0	$6,250,000	$1,563,000	$1,045,000	$0	$0	$0	$0	$0	$22,431.900	13.53%
	STATE RAIL BONDS -- PROP 108	$0	$0	$0	$0	$3,125,000	$0	$0	$0	$0	$0	$0	$3,125,000	1.89%
	STATE RAIL BONDS -- PROP 116	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	BRIDGE TOLLS -- AB 664	$500,000	$0	$0	$0	$1,940,000	$2,606,000	$0	$0	$0	$0	$0	$5,046,000	3.05%
	BRIDGE TOLLS -- REGIONAL MEASURE 1	$0	$0	$2,898,900	$3,000,000	$2,000,000	$0	$0	$0	$0	$0	$0	$7,698,900	4.77%
	REGIONAL -- TDA/STA	$0	$0	$3,000,000	$3,250,000	$0	$0	$0	$0	$0	$0	$0	$6.250,000	3.77%
	TRANSIT IMPACT DEVELOPMENT FEE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	S F MUNICIPAL RAILWAY IMPROVEMENT CORP	$3,357,500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,357,500	2.03%
	HETCH HETCHY CAPITAL RESERVES	$269,000	$0		$0	$0	$0	$0	$0	$0	$0	$0	$269,000	0.16%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$0	$0	$0	$3,125,000	$0	$0	$0	$0	$0	$0	$3,125,000	1.89%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$880,000	$1,415,000	$1,472,000	$1,727,000	$4,102,050	$9,398,050	N/A
	TOTAL	$23,504,000	$5,698,900	$41,292,300	$50,000,000	$41,391,264	$3,653,000	$660,000	$1,415,000	$1,472,000	$1,727,000	$4,102,050	$175,135,514	100.00%
ONE	DIESEL BUS REPLACEMENT													
	UMTA SECTION 3 -- BUS/ALTERNATIVE FUELS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	UMTA SECTION 9 -- FORMULA REPLACEMENT	$27,436,163	$0	$0	$0	$0	$0	$0	$14,972,296	$14,917,440	$14,627,196	$14,776,320	$86,931,435	74.50%
	STATE TRANSIT CAPITAL IMPROVEMENT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	BRIDGE TOLLS -- AB 664	$2,801,622	$0	$0	$0	$0	$0	$0	$1,000,000	$1,000,000	$3,000,000	$2,000,000	$9,801,822	8.40%
	REGIONAL -- TDA/STA	$1,274,337	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,274,337	1.09%
	S F MUNICIPAL RAILWAY IMPROVEMENT CORP	$2,899,624	$0	$0	$0	$0	$0	$250,000	$0	$0	$0	$0	$3,149,824	2.70%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$650,000	$0	$0	$0	$0	$0	$3,743,074	$3,729,360	$3,708,799	$3,694,080	$15,523,313	13.30%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$34,414,166	$650,000	$0	$0	$0	$0	$250,000	$19,715,370	$19,646,600	$21,533,995	$20,470,400	$118,680,731	100.00%
ONE	DIESEL BUS REHABILTATION													
	UMTA SECTION 3 -- BUS/ALTERNATIVE FUELS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	UMTA SECTION 9 -- FORMULA REPLACEMENT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	STATE TRANSIT CAPITAL IMPROVEMENT	$0	$0	$0	$0	$0	$0	$100,000	$3,625,000	$0	$0	$0	$3,725,000	50.00%
	BRIDGE TOLLS -- AB 664	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	TRANSIT IMPACT DEVELOPMENT FEE	$0	$0	$0	$0	$0	$0	$100,000	$3,625,000	$0	$0	$0	$3,725,000	50.00%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$0	$0	$0	$0	$0	$0	$200,000	$7,250,000	$0	$0	$0	$7,450,000	100.00%

PRIORITY RANK	PROJECT NAME AND FUND SOURCE	THROUGH FY89-90	AWARDED FY90-91	PENDING FY90-91	FY91-92	FY92-93	FY93-94	FY94-95	FY95-96	FY96-97	FY97-98	FY98-99 & BEYOND	TOTAL	PERCENT CAPITAL TOTAL
ONE	TROLLEY BUS REPLACEMENT													
	UMTA SECTION 3 -- BUS/ALTERNATIVE FUELS	$18,411,750	$0	$0	$0	$0	$0	$24,375,000	$0	$0	$24,675,000	$0	$67,461,750	32.34%
	UMTA SECTION 9 -- FORMULA REPLACEMENT	$232,000	$0	$380,952	$18,837,945	$0	$14,960,000	$14,960,000	$14,960,000	$10,200,000	$0	$0	$74,530,897	35.72%
	UMTA SECTION 23 -- FAU	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	STATE TRANSIT CAPITAL IMPROVEMENT	$4,637,500	$0	$0	$7,772,480	$2,354,743	$1,870,000	$5,932,500	$0	$1,275,000	$4,112,500	$0	$27,954,723	13.40%
	STATE RAIL BONDS -- PROP 108	$0	$0	$0	$0	$0	$0	$0	$1,870,000	$0	$0	$0	$1,870,000	0.90%
	STATE RAIL BONDS -- PROP 116	$0	$0	$0	$7,772,480	$0	$0	$0	$0	$0	$0	$0	$7,772,480	3.73%
	BRIDGE TOLLS -- AB 664	$0	$0	$0	$354,743	$0	$0	$0	$0	$0	$0	$0	$354,743	0.17%
	REGIONAL -- TDA/STA	$58,000	$0	$95,238	$2,000,000	$0	$1,870,000	$2,000,000	$1,870,000	$1,275,000	$4,112,500	$0	$13,280,738	6.37%
	TRANSIT IMPACT DEVELOPMENT FEE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	S F MUNICIPAL RAILWAY IMPROVEMENT CORP	$1,700,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,700,000	0.81%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$0	$0	$7,772,480	$0	$0	$5,932,500	$0	$0	$0	$0	$13,704,980	6.57%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$25,039,250	$0	$476,190	$44,510,128	$2,354,743	$18,700,000	$53,200,000	$18,700,000	$12,750,000	$32,900,000	$0	$208,630,311	100.00%
ONE	FIXED FACILITY REHABILITATION													
	UMTA SECTION 3 -- BUS/ALTERNATIVE FUELS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	UMTA SECTION 9 -- FORMULA REPLACEMENT	$6,051,280	$0	$6,674,080	$4,304,480	$0	$0	$0	$0	$0	$0	$0	$17,029,840	46.83%
	UMTA SECTION 23 -- FAU	$0	$0	$1,275,000	$1,489,000	$0	$1,275,000	$1,275,000	$1,275,000	$1,275,000	$1,275,000	$2,550,000	$11,689,000	32.14%
	STATE RAIL BONDS -- PROP 116	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	STATE TRANSIT CAPITAL IMPROVEMENT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	BRIDGE TOLLS -- AB 664	$0	$0	$1,668,520	$1,076,120	$0	$0	$0	$0	$0	$0	$0	$2,744,640	7.55%
	TRANSIT IMPACT DEVELOPMENT FEE	$0	$0	$0	$0	$225,000	$225,000	$225,000	$225,000	$225,000	$225,000	$450,000	$1,800,000	4.95%
	S F MUNICIPAL RAILWAY IMPROVEMENT CORP	$1,512,820	$0	$225,000	$262,800	$0	$0	$0	$0	$0	$0	$0	$2,000,620	5.50%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$0	$0	$1,100,000	$0	$0	$0	$0	$0	$0	$0	$1,100,000	3.02%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$7,564,100	$0	$9,842,600	$8,232,400	$225,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$3,000,000	$36,364,100	100.00%
ONE	MISCELLANEOUS RAIL EQUIPMENT													
	UMTA SECTION 23 -- FAU	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	STATE RAIL BONDS -- PROP 116	$0	$0	$0	$1,550,000	$1,050,000	$500,000	$245,238	$0	$0	$0	$0	$3,345,238	50.00%
	S F MUNICIPAL RAILWAY IMPROVEMENT CORP	$0	$0	$0	$0	$0	$500,000	$245,238	$0	$0	$0	$0	$745,238	11.14%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$0	$0	$1,550,000	$1,050,000	$0	$0	$0	$0	$0	$0	$2,600,000	38.86%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$0	$0	$0	$3,100,000	$2,100,000	$1,000,000	$490,476	$0	$0	$0	$0	$6,690,476	100.00%
ONE	MISCELLANEOUS EQUIPMENT													
	UMTA SECTION 3 -- BUS/ALTERNATIVE FUELS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	UMTA SECTION 9 -- FORMULA REPLACEMENT	$2,076,228	$0	$1,144,500	$0	$0	$0	$0	$0	$0	$0	$0	$3,220,728	60.99%
	BRIDGE TOLLS -- AB 664	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	REGIONAL -- TDA/STA	$0	$0	$286,125	$0	$0	$0	$0	$0	$0	$0	$0	$286,125	5.42%
	S F MUNICIPAL RAILWAY IMPROVEMENT CORP	$519,057	$0	$0	$0	$500,000	$0	$254,762	$500,000	$0	$0	$0	$1,773,819	33.59%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$2,595,285	$0	$1,430,625	$0	$500,000	$0	$254,762	$500,000	$0	$0	$0	$5,280,672	100.00%

ERATOR: San Francisco Municipal Railway
EAD AGENCY: San Francisco Public Utilities Commission

WORKSHEET FILE NAME: FINANCIAL PLAN
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PRIORITY RANK	PROJECT NAME AND FUND SOURCE	THROUGH FY89-90	AWARDED FY90-91	PENDING FY90-91	FY91-92	FY92-93	FY93-94	FY94-95	FY95-96	FY96-97	FY97-98	FY98-99 & BEYOND	TOTAL	PERCENT CAPITAL TOTAL
ONE	NON-REVENUE VEHICLES													
	UMTA SECTION 3 -- BUS/ALTERNATIVE FUELS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	UMTA SECTION 9 -- FORMULA REPLACEMENT	$1,323,000	$0	$694,576	$729,304	$0	$0	$0	$0	$0	$0	$0	$2,746,880	50.55%
	BRIDGE TOLLS -- AB 664	$0	$0	$173,644	$182,326	$0	$0	$0	$0	$0	$0	$0	$355,970	6.55%
	S F MUNICIPAL RAILWAY IMPROVEMENT CORP	$330,750	$0	$0	$0	$500,000	$500,000	$500,000	$500,000	$0	$0	$0	$2,330,750	42.90%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$1,653,750	$0	$868,220	$911,630	$500,000	$500,000	$500,000	$500,000	$0	$0	$0	$5,433,600	100.00%
ONE	DATA PROCESSING AND OFFICE EQUIPMENT													
	UMTA SECTION 3 -- BUS/ALTERNATIVE FUELS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	UMTA SECTION 9 -- FORMULA REPLACEMENT	$198,448	$0	$875,164	$0	$0	$0	$0	$0	$0	$0	$0	$1,073,612	27.94%
	BRIDGE TOLLS -- AB 664	$0	$0	$218,791	$0	$0	$0	$0	$0	$0	$0	$0	$218,791	5.69%
	S F MUNICIPAL RAILWAY IMPROVEMENT CORP	$49,612	$0	$0	$500,000	$500,000	$500,000	$500,000	$500,000	$0	$0	$0	$2,549,612	66.36%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$248,060	$0	$1,093,955	$500,000	$500,000	$500,000	$500,000	$500,000	$0	$0	$0	$3,842,015	100.00%
ONE	WOODS REDEVELOPMENT AND WOODS ANNEX													
	UMTA SECTION 3 -- BUS/ALTERNATIVE FUELS	$0	$0	$0	$0	$0	$0	$22,500,000	$0	$0	$0	$0	$22,500,000	35.94%
	UMTA SECTION 9 -- FORMULA REPLACEMENT	$1,984,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,984,000	3.17%
	STATE ENVIRONMENTAL ENHANCEMENT	$0	$0	$0	$0	$500,000	$4,500,000	$0	$0	$0	$0	$0	$5,000,000	7.99%
	BRIDGE TOLLS -- AB 664	$371,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$371,000	0.59%
	TRANSIT IMPACT DEVELOPMENT FEE	$0	$0	$0	$5,500,000	$0	$0	$0	$0	$0	$0	$0	$5,500,000	8.79%
	S F MUNICIPAL RAILWAY IMPROVEMENT CORP	$5,125,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,125,000	8.19%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$0	$0	$1,000,000	$10,562,500	$10,562,500	$0	$0	$0	$0	$0	$22,125,000	35.34%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	NOTE: NEED TO ACCELERATE SEC 3 TOTAL	$7,480,000	$0	$0	$6,500,000	$11,062,500	$15,062,500	$22,500,000	$0	$0	$0	$0	$62,605,000	100.00%
ONE	MARKET STREET TRANSIT THOROUGHFARE													
	UMTA SECTION 3 -- RAIL MODERNIZATION	$9,586,875	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$9,586,875	13.15%
	UMTA SECTION 9 -- FORMULA REPLACEMENT	$15,353,388	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$15,353,388	21.06%
	UMTA SECTION 23 -- FAU	$949,111	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$949,111	1.30%
	STATE TRANSIT CAPITAL IMPROVEMENT	$6,784,650	$1,036,165	$0	$0	$312,754	$0	$0	$0	$0	$0	$0	$8,133,569	11.16%
	STATE RAIL BONDS -- PROP 108	$0	$0	$2,000,000	$7,000,000	$7,400,000	$0	$0	$0	$0	$0	$0	$16,400,000	22.49%
	BRIDGE TOLLS -- AB 664	$785,976	$0	$0	$0	$312,754	$0	$0	$0	$0	$0	$0	$1,098,730	1.51%
	TRANSIT IMPACT DEVELOPMENT FEE	$0	$759,506	$0	$0	$0	$0	$0	$0	$0	$0	$0	$759,508	1.04%
	S F MUNICIPAL RAILWAY IMPROVEMENT CORP	$1,212,625	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,212,625	1.66%
	REGIONAL -- TDA/STA	$641,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$641,000	0.88%
	OTHER LOCAL -- MARKET ST BOND FUNDS	$157,603	$0	$0	$1,000,000	$0	$0	$0	$0	$0	$0	$0	$1,157,603	1.59%
	OTHER LOCAL -- GAS TAX SUBVENTION	$2,214,476	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,214,476	3.04%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$2,000,000	$0	$6,000,000	$7,400,000	$0	$0	$0	$0	$0	$0	$15,400,000	21.12%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$811,000	$635,000	$661,000	$687,000	$714,000	$1,523,150	$4,831,150	N/A
	TOTAL	$37,685,704	$3,795,671	$2,000,000	$14,000,000	$15,425,508	$611,000	$635,000	$661,000	$687,000	$714,000	$1,523,150	$77,738,033	100.00%

PERATOR: San Francisco Municipal Railway
AD AGENCY: San Francisco Public Utilities Commission

WORKSHEET FILE NAME: FINANCIAL PLAN
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PRIORITY RANK	PROJECT NAME AND FUND SOURCE	THROUGH FY89-90	AWARDED FY90-91	PENDING FY90-91	FY91-92	FY92-93	FY93-94	FY94-95	FY95-96	FY96-97	FY97-96	FY98-99 & BEYOND	TOTAL	PERCENT CAPITAL TOTAL
ONE	F-MARKET-EMBARCADERO PCC STREETCARS													
	UMTA SECTION 3 -- RAIL MODERNIZATION	$262,500	$0	$0	$0	$0	$0	$0	$2,172,000	$0	$0	$0	$2,434,500	22.64%
	UMTA SECTION 9 -- FORMULA REPLACEMENT	$2,213,272	$0	$526,526	$0	$0	$0	$0	$0	$0	$0	$0	$2,739,800	25.47%
	STATE TRANSIT CAPITAL IMPROVEMENT	$0	$1,080,000	$0	$329,079	$715,921	$0	$0	$0	$0	$0	$0	$2,105,000	19.57%
	STATE RAIL BONDS -- PROP 108	$0	$0	$0	$0	$0	$0	$0	$362,000	$0	$0	$0	$362,000	3.37%
	BRIDGE TOLLS -- AB 664	$0	$0	$0	$329,079	$715,921	$0	$0	$0	$0	$0	$0	$1,045,000	9.72%
	TRANSIT IMPACT DEVELOPMENT FEE	$0	$276,659	$0	$0	$0	$0	$0	$362,000	$0	$0	$0	$638,659	5.94%
	S F MUNICIPAL RAILWAY IMPROVEMENT CORP	$67,500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$87,500	0.81%
	OTHER LOCAL -- GENERAL FUND	$282,542	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$282,542	2.63%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$1,060,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,060,000	9.86%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$2,845,814	$2,396,659	$526,526	$658,156	$1,431,642	$0	$0	$2,896,000	$0	$0	$0	$10,755,001	100.00%
ONE	TROLLEY RECONSTRUCTION - MISSION ET AL													
	UMTA SECTION 3 -- BUS/ALTERNATIVE FUELS	$0	$0	$0	$0	$0	$0	$3,450,000	$3,600,000	$3,625,000	$3,975,000	$8,625,000	$23,475,000	43.81%
	UMTA SECTION 9 -- FORMULA REPLACEMENT	$4,326,952	$0	$3,035,096	$3,186,852	$0	$0	$0	$0	$0	$0	$0	$10,548,900	19.69%
	STATE TRANSIT CAPITAL IMPROVEMENT	$360,000	$341,000	$0	$379,387	$398,357	$746,000	$575,000	$600,000	$637,500	$662,500	$1,437,500	$6,137,244	11.45%
	STATE RAIL BONDS -- PROP 116	$0	$0	$0	$0	$2,100,000	$1,500,000	$0	$0	$0	$0	$0	$3,600,000	6.72%
	REGIONAL -- TDA/STA	$0	$0	$341,000	$379,387	$0	$746,000	$575,000	$600,000	$637,500	$662,500	$1,437,500	$5,378,887	10.04%
	HETCH HETCHY CAPITAL RESERVES	$440,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$440,000	0.82%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$0	$0	$0	$2,498,357	$1,500,000	$0	$0	$0	$0	$0	$3,998,357	7.46%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$5,126,952	$341,000	$3,376,096	$3,945,626	$4,996,714	$4,492,000	$4,600,000	$4,800,000	$5,100,000	$5,300,000	$11,500,000	$53,578,388	100.00%
ONE	TRANSIT PREFERENTIAL STREETS													
	UMTA SECTION 23 -- FAU	$100,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$100,000	2.60%
	REGIONAL -- TDA/STA	$12,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$12,000	0.31%
	STATE TRAFFIC SYSTEMS MANAGEMENT	$0	$0	$0	$437,000	$680,000	$620,000	$400,000	$400,000	$400,000	$400,000	$400,000	$3,737,000	97.09%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$112,000	$0	$0	$437,000	$660,000	$620,000	$400,000	$400,000	$400,000	$400,000	$400,000	$3,649,000	100.00%
ONE	RAIL/TROLLEY OVERHEAD STUDY													
	STATE URBAN RAIL BONDS	$0	$0	$0	$150,000	$0	$0	$0	$0	$0	$0	$0	$150,000	50.00%
	REGIONAL -- TDA/STA	$0	$0	$0	$150,000	$0	$0	$0	$0	$0	$0	$0	$150,000	50.00%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$0	$0	$0	$300,000	$0	$0	$0	$0	$0	$0	$0	$300,000	100.00%

PRIORITY RANK	PROJECT NAME AND FUND SOURCE	THROUGH FY89-90	AWARDED FY90-91	PENDING FY90-91	FY91-92	FY92-93	FY93-94	FY94-95	FY95-96	FY96-97	FY97-98	FY98-99 & BEYOND	TOTAL	PERCENT CAPITAL TOTAL
ONE	GENEVA/GREEN CENTER CAPACITY MODS													
	UMTA SECTION 3 -- RAIL MODERNIZATION	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$11,250,000	$11,250,000	32.22%
	UMTA SECTION 9 -- FORMULA REPLACEMENT	$699,200	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$699,200	2.00%
	STATE TRANSIT CAPITAL IMPROVEMENT	$0	$0	$0	$156,000	$0	$0	$0	$0	$0	$0	$0	$156,000	0.45%
	STATE RAIL BONDS -- PROP 116	$0	$0	$2,000,000	$0	$9,757,282	$0	$0	$0	$0	$0	$0	$11,757,282	33.67%
	BRIDGE TOLLS -- AB 664	$202,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,750,000	$3,952,000	11.32%
	HETCH HETCHY CAPITAL RESERVES	$25,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$25,000	0.07%
	S F MUNICIPAL RAILWAY IMPROVEMENT CORP	$0	$0	$0	$156,000	$0	$0	$0	$0	$0	$0	$0	$156,000	0.45%
	TRANSIT IMPACT DEVELOPMENT FEE	$174,800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$174,800	0.50%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$0	$0	$2,000,000	$1,000,000	$0	$0	$0	$0	$0	$3,750,000	$6,750,000	19.33%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$1,101,000	$0	$2,000,000	$2,312,000	$10,757,282	$0	$0	$0	$0	$0	$16,750,000	$34,920,282	100.00%
ONE	METRO ACCESSIBILITY IMPROVEMENTS													
	UMTA SECTION 9 -- FORMULA REPLACEMENT	$489,507	$0	$0	$0	$0	$412,000	$0	$0	$0	$0	$0	$901,507	75.15%
	STATE TRANSIT CAPITAL IMPROVEMENT	$113,875	$0	$0	$38,534	$0	$51,500	$0	$0	$0	$0	$0	$203,909	17.00%
	S F MUNICIPAL RAILWAY IMPROVEMENT CORP	$4,131	$0	$0	$38,534	$0	$0	$0	$0	$0	$0	$0	$42,665	3.56%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$0	$0	$0	$0	$51,500	$0	$0	$0	$0	$0	$51,500	4.29%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$607,513	$0	$0	$77,068	$0	$515,000	$0	$0	$0	$0	$0	$1,199,581	100.00%
ONE	OPERATOR RESTROOMS													
	UMTA SECTION 23 -- FAU	$0	$0	$0	$0	$255,000	$255,000	$0	$0	$0	$0	$0	$510,000	75.56%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$75,000	$0	$0	$45,000	$45,000	$0	$0	$0	$0	$0	$165,000	24.44%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$0	$75,000	$0	$0	$300,000	$300,000	$0	$0	$0	$0	$0	$675,000	100.00%
ONE	REVENUE CENTER AND EQUIPMENT													
	UMTA SECTION 3 -- BUS/ALTERNATIVE FUELS	$0	$0	$0	$0	$0	$0	$4,875,000	$0	$0	$0	$0	$4,875,000	70.95%
	UMTA SECTION 9 -- FORMULA REPLACEMENT	$296,800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$296,800	4.32%
	STATE TRANSIT CAPITAL IMPROVEMENT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	REGIONAL -- TDA/STA	$74,200	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$74,200	1.08%
	S F MUNICIPAL RAILWAY IMPROVEMENT CORP	$0	$0	$0	$0	$0	$0	$1,625,000	$0	$0	$0	$0	$1,625,000	23.65%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$371,000	$0	$0	$0	$0	$0	$6,500,000	$0	$0	$0	$0	$6,871,000	100.00%
ONE	24TH AND UTAH SHOP REPLACEMENT													
	UMTA SECTION 3 -- BUS/ALTERNATIVE FUELS	$0	$0	$0	$0	$0	$0	$0	$9,375,000	$0	$0	$0	$9,375,000	70.43%
	UMTA SECTION 9 -- FORMULA REPLACEMENT	$200,000	$0	$449,496	$0	$0	$0	$0	$0	$0	$0	$0	$649,496	4.88%
	BRIDGE TOLLS -- AB 664	$0	$0	$112,374	$0	$0	$0	$0	$0	$0	$0	$0	$112,374	0.84%
	S F MUNICIPAL RAILWAY IMPROVEMENT CORP	$50,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$50,000	0.38%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$0	$0	$0	$0	$0	$0	$3,125,000	$0	$0	$0	$3,125,000	23.48%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$250,000	$0	$561,870	$0	$0	$0	$0	$12,500,000	$0	$0	$0	$13,311,870	100.00%

ATOR: San Francisco Municipal Railway
AGENCY: San Francisco Public Utilities Commission

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RIORITY RANK	PROJECT NAME AND FUND SOURCE	THROUGH FY89-90	AWARDED FY90-91	PENDING FY90-91	FY91-92	FY92-93	FY93-94	FY94-95	FY95-96	FY96-97	FY97-98	FY98-99 & BEYOND	TOTAL	PERCENT CAPITAL TOTAL
ONE	MUNI METRO EXTENSION TO 6TH ST													
	STATE TRANSIT CAPITAL IMPROVEMENT	$135,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$135,000	0.25%
	STATE FUNDS -- SENATE BILL 1750	$1,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000,000	1.89%
	STATE RAIL BONDS -- PROP 106	$0	$0	$5,000,000	$18,600,000	$0	$0	$0	$0	$0	$0	$0	$23,600,000	44.57%
	STATE RAIL BONDS -- PROP 116	$0	$0	$0	$0	$1,500,000	$0	$0	$0	$0	$0	$0	$1,500,000	2.83%
	BART CAPITAL RESERVES	$15,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$15,000,000	28.33%
	TRANSIT IMPACT DEVELOPMENT FEE	$100,000	$0	$0	$2,500,000	$0	$0	$0	$0	$0	$0	$0	$2,600,000	4.91%
	HETCH HETCHY CAPITAL RESERVES	$14,850	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$14,850	0.03%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$0	$0	$7,600,000	$1,500,000	$0	$0	$0	$0	$0	$0	$9,100,000	17.19%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$16,249,850	$0	$5,000,000	$28,700,000	$3,000,000	$0	$0	$0	$0	$0	$0	$52,949,850	100.00%
ONE	LRV PURCHASE													
	UMTA SECTION 3 -- RAIL MODERNIZATION	$0	$0	$22,520,000	$22,646,050	$0	$0	$54,900,100	$57,825,000	$75,830,000	$0	$0	$233,323,150	49.06%
	UMTA SECTION 9 -- FORMULA REPLACEMENT	$890,400	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$890,400	0.19%
	STATE TRANSIT CAPITAL IMPROVEMENT	$6,410,258	$3,792,854	$0	$0	$4,758,000	$0	$0	$8,312,500	$37,815,000	$0	$0	$59,088,612	12.42%
	STATE RAIL BONDS -- PROP 108	$0	$0	$12,900,000	$0	$0	$0	$27,450,050	$22,500,000	$0	$0	$0	$62,850,050	13.22%
	STATE RAIL BONDS -- PROP 116	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	BRIDGE TOLLS -- AB 664	$0	$0	$992,750	$0	$0	$0	$0	$0	$0	$0	$0	$992,750	0.21%
	BRIDGE TOLLS -- REGIONAL MEASURE 1	$0	$0	$3,792,654	$0	$0	$0	$0	$750,000	$3,000,000	$3,000,000	$6,000,000	$16,542,854	3.48%
	TRANSIT IMPACT DEVELOPMENT FEE	$650,000	$500,000	$0	$0	$4,758,000	$0	$0	$0	$0	$0	$0	$5,908,000	1.24%
	S F MUNICIPAL RAILWAY IMPROVEMENT CORP	$37,600	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$37,600	0.01%
	LOCAL FUND ADVANCE FOR LONP	$0	$0	$22,648,050	($22,646,050)	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	TRANSPORTATION SALES TAX -- CAPITAL		$12,900,000	$0	$0	$974,657	$0	$27,450,050	$28,812,500	$25,815,000	$0	$0	$95,952,207	20.18%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$559,000	$1,162,000	$1,206,000	$1,257,000	$2,679,350	$6,865,350	N/A
	TOTAL	$7,988,256	$17,192,654	$62,853,654	$0	$10,490,657	$0	$110,359,200	$117,162,000	$143,468,000	$4,257,000	$6,879,350	$482,450,973	100.00%
ONE	SUBWAY SIGNAL SYSTEM REPLACEMENT													
	UMTA SECTION 3 -- RAIL MODERNIZATION	$0	$13,500,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$13,500,000	53.40%
	STATE TRANSIT CAPITAL IMPROVEMENT	$0	$2,250,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,250,000	8.90%
	STATE RAIL BONDS -- PROP 108	$0	$0	$0	$2,940,000	$0	$0	$0	$0	$0	$0	$0	$2,940,000	11.63%
	TRANSIT IMPACT DEVELOPMENT FEE	$1,400,000	$2,250,000	$0	$2,940,000	$0	$0	$0	$0	$0	$0	$0	$6,590,000	26.07%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$1,400,000	$16,000,000	$0	$5,660,000	$0	$0	$0	$0	$0	$0	$0	$25,280,000	100.00%
ONE	METRO EAST, LRV FACILITY													
	UMTA SECTION 3 -- RAIL MODERNIZATION	$0	$0	$0	$0	$12,127,500	$11,576,250	$30,712,500	$0	$0	$0	$0	$54,416,250	69.40%
	UMTA SECTION 23 -- FAU	$0	$0	$1,275,000	$0	$0	$0	$0	$0	$0	$0	$0	$1,275,000	1.63%
	STATE TRANSIT CAPITAL IMPROVEMENT	$0	$0	$0	$0	$2,021,250	$1,929,375	$5,118,750	$0	$0	$0	$0	$9,069,375	11.57%
	STATE RAIL BONDS -- PROP 116	$0	$0	$0	$1,925,000	$0	$0	$0	$0	$0	$0	$0	$1,925,000	2.46%
	BRIDGE TOLLS -- REGIONAL MEASURE 1	$0	$0	$0	$0	$1,000,000	$1,000,000	$3,000,000	$2,118,750	$0	$0	$0	$7,118,750	9.08%
	REGIONAL -- TDA/STA	$0	$0	$0	$0	$0	$929,375	$0	$0	$0	$0	$0	$929,375	1.19%
	S F MUNICIPAL RAILWAY IMPROVEMENT CORP	$0	$0	$1,925,000	$0	$0	$0	$0	$0	$0	$0	$0	$1,925,000	2.46%
	TRANSIT IMPACT DEVELOPMENT FEE	$500,000	$225,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$725,000	0.92%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$0	$0	$0	$1,021,250	$0	$0	$0	$0	$0	$0	$1,021,250	1.30%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$500,000	$225,000	$3,200,000	$1,925,000	$16,170,000	$15,435,000	$38,831,250	$2,118,750	$0	$0	$0	$78,405,000	100.00%

ATOR: San Francisco Municipal Railway
AGENCY: San Francisco Public Utilities Commission

WORKSHEET FILE NAME: FINANCIAL PLAN
PAGE NUMBER: 7

LAST REVISED: 24-May-91

RIORITY RANK	PROJECT NAME AND FUND SOURCE	THROUGH FY89-90	AWARDED FY90-91	PENDING FY90-91	FY91-92	FY92-93	FY93-94	FY94-95	FY95-96	FY96-97	FY97-98	FY98-99 & BEYOND	TOTAL	PERCENT CAPITAL TOTAL
ONE	F-EMBARCADERO STCAR EXTENSION													
	STATE TRANSIT CAPITAL IMPROVEMENT	$135,000	$2,525,700	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,660,700	4.61%
	STATE RAIL BONDS -- PROP 108	$0	$0	$0	$2,000,000	$13,600,000	$10,000,000	$0	$0	$0	$0	$0	$25,600,000	44.36%
	BRIDGE TOLLS -- REGIONAL MEASURE 1	$0	$0	$0	$490,968	$0	$2,875,000	$0	$0	$0	$0	$0	$3,365,968	5.83%
	TRANSIT IMPACT DEVELOPMENT FEE	$400,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$400,000	0.69%
	OTHER LOCAL -- GENERAL FUND	$200,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$200,000	0.35%
	S F MUNICIPAL RAILWAY IMPROVEMENT CORP	$211,677	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$211,677	0.37%
	HETCH HETCHY CAPITAL RESERVES	$14,850	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$14,850	0.03%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$2,525,700	$0	$1,509,032	$14,090,968	$7,125,000	$0	$0	$0	$0	$0	$25,250,700	43.76%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$961,527	$5,051,400	$0	$4,000,000	$27,690,968	$20,000,000	$0	$0	$0	$0	$0	$57,703,895	100.00%
ONE	WAYSIDE FARE COLLECTION EQUIPMENT													
	UMTA SECTION 23 -- FAU	$0	$0	$0	$0	$1,275,000	$0	$0	$0	$0	$0	$0	$1,275,000	4.77%
	STATE TRANSIT CAPITAL IMPROVEMENT	$0	$0	$0	$0	$0	$0	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$12,500,000	46.73%
	STATE RAIL BONDS -- PROP 116	$0	$0	$0	$0	$225,000	$0	$0	$0	$0	$0	$0	$225,000	0.84%
	TRANSIT IMPACT DEVELOPMENT FEE	$0	$0	$0	$0	$0	$0	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$12,500,000	46.73%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$0	$0	$0	$250,000	$0	$0	$0	$0	$0	$0	$250,000	0.93%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$0	$0	$0	$0	$1,750,000	$0	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$26,750,000	100.00%
TWO	14-MISSION to DC BART													
	UMTA SECTION 9 -- FORMULA REPLACEMENT	$323,196	$0	$0	$0	$1,798,576	$0	$0	$0	$0	$0	$0	$2,121,772	71.39%
	STATE TRANSIT CAPITAL IMPROVEMENT	$0	$40,400	$0	$0	$224,822	$160,000	$0	$0	$0	$0	$0	$425,222	14.31%
	REGIONAL -- TDA/STA	$0	$0	$0	$0	$224,822	$160,000	$0	$0	$0	$0	$0	$384,822	12.95%
	HETCH HETCHY CAPITAL RESERVES	$40,400	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$40,400	1.36%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$146,000	$152,000	$158,000	$164,000	$171,000	$178,000	$969,000	N/A
	TOTAL	$363,596	$40,400	$0	$0	$2,248,220	$466,000	$152,000	$158,000	$164,000	$171,000	$178,000	$3,941,216	100.00%
ONE	MUNI RAIL REPLACEMENT													
	UMTA SECTION 3 -- RAIL MODERNIZATION	$0	$0	$0	$0	$0	$0	$2,700,000	$2,872,500	$3,018,750	$3,168,750	$7,098,000	$18,858,000	58.67%
	STATE TRANSIT CAPITAL IMPROVEMENT	$0	$0	$0	$0	$0	$0	$0	$478,750	$503,125	$528,125	$1,183,000	$2,693,000	8.38%
	STATE RAIL BONDS -- PROP 108	$0	$0	$0	$0	$0	$0	$450,000	$0	$0	$0	$0	$450,000	1.40%
	STATE RAIL BONDS -- PROP 116	$0	$0	$0	$500,000	$1,500,000	$1,500,000	$0	$0	$0	$0	$0	$3,500,000	10.89%
	BRIDGE TOLLS -- AB 664	$0	$0	$0	$0	$0	$0	$0	$0	$503,125	$528,125	$1,183,000	$2,214,250	6.89%
	S F MUNICIPAL RAILWAY IMPROVEMENT CORP	$0	$0	$0	$500,000	$1,500,000	$1,500,000	$450,000	$478,750	$0	$0	$0	$4,428,750	13.78%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$0	$0	$0	$1,000,000	$3,000,000	$3,000,000	$3,600,000	$3,830,000	$4,025,000	$4,225,000	$9,464,000	$32,144,000	100.00%

PRIORITY RANK	PROJECT NAME AND FUND SOURCE	THROUGH FY89-90	AWARDED FY90-91	PENDING FY90-91	FY91-92	FY92-93	FY93-94	FY94-95	FY95-96	FY96-97	FY97-98	FY98-99 & BEYOND	TOTAL	PERCENT CAPITAL TOTAL
N/A	MUNI OFFICE BUILDING													
	UMTA SECTION 3 -- RAIL MODERNIZATION	$0	$0	$0	$0	$0	$0	$12,273,750	$0	$0	$0	$0	$12,273,750	68.32%
	UMTA SECTION 9 -- FORMULA REPLACEMENT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	STATE TRANSIT CAPITAL IMPROVEMENT .	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	STATE RAIL BONDS -- PROP 108	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	STATE RAIL BONDS -- PROP 116	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	BRIDGE TOLLS -- AB 664	$0	$0	$0	$0	$0	$0	$4,091,250	$0	$0	$0	$0	$4,091,250	22.77%
	S F MUNICIPAL RAILWAY IMPROVEMENT CORP	$0	$0	$0	$0	$100,000	$1,500,000	$0	$0	$0	$0	$0	$1,600,000	8.91%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$0	$0	$0	$0	$100,000	$1,500,000	$16,365,000	$0	$0	$0	$0	$17,965,000	100.00%
ONE	MMX TO POTRERO HILL (6TH/16TH STS)													
	STATE RAIL BONDS -- PROP 108	$0	$0	$600,000	$632,500	$0	$10,500,000	$0	$0	$0	$0	$0	$11,732,500	50.00%
	BART CAPITAL RESERVES	$0	$0	$0	$0	$0	TBD	$0	$0	$0	$0	$0	$0	0.00%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$800,000	$0	$632,500	$0	$10,500,000	$0	$0	$0	$0	$0	$11,732,500	50.00%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$0	$600,000	$800,000	$1,265,000	$0	$21,000,000	$0	$0	$0	$0	$0	$23,465,000	100.00%
TWO	MISSION BAY TROLLEY EXTENSIONS													
	STATE FLEXIBLE CONGESTION RELIEF	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	STATE RAIL BONDS -- PROP 108	$0	$0	$0	$150,000	$750,000	$0	$3,150,000	$3,150,000	$0	$0	$0	$7,200,000	49.83%
	REGIONAL -- TDA/STA	$0	$0	$0	$0	$0	$0	$3,150,000	$3,150,000	$0	$0	$0	$6,300,000	43.60%
	OTHER LOCAL -- GENERAL FUND	$50,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$50,000	0.35%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$0	$0	$150,000	$750,000	$0	$0	$0	$0	$0	$0	$900,000	8.23%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$465,000	$1,980,300	$2,445,300	N/A
	TOTAL	$50,000	$0	$0	$300,000	$1,500,000	$0	$8,300,000	$6,300,000	$0	$465,000	$1,980,300	$18,895,300	100.00%
N/A	SFMRIC LEASE PAYMENTS													
	UMTA SECTION 3 -- RAIL MODERNIZATION	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	UMTA SECTION 9 -- FORMULA REPLACEMENT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	STATE TRANSIT CAPITAL IMPROVEMENT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	STATE RAIL BONDS -- PROP 108	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	STATE RAIL BONDS -- PROP 116	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	BRIDGE TOLLS -- AB 664	$3,428,695	$3,358,285	$0	$3,290,905	$3,208,855	$3,123,040	$2,949,920	$2,285,150	$2,142,457	$0	$0	$23,785,307	100.00%
	S F MUNICIPAL RAILWAY IMPROVEMENT CORP	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$3,426,695	$3,358,285	$0	$3,290,905	$3,208,855	$3,123,040	$2,949,920	$2,285,150	$2,142,457	$0	$0	$23,785,307	100.00%
ONE	CABLE CAR VEHICLE RENOVATION													
	UMTA SECTION 3 -- RAIL MODERNIZATION	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	UMTA SECTION 9 -- FORMULA REPLACEMENT	$0	$0	$0	$0	$490,000	$0	$1,080,000	$0	$0	$1,884,000	$660,000	$4,114,000	80.00%
	STATE TRANSIT CAPITAL IMPROVEMENT	$0	$0	$0	$0	$61,250	$0	$135,000	$0	$0	$235,500	$82,500	$514,250	10.00%
	BRIDGE TOLLS -- AB 664	$0	$0	$0	$0	$61,250	$0	$135,000	$0	$0	$235,500	$82,500	$514,250	10.00%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$0	$0	$0	$0	$612,500	$0	$1,350,000	$0	$0	$2,355,000	$825,000	$5,142,500	100.00%

PRIORITY RANK	PROJECT NAME AND FUND SOURCE	THROUGH FY89-90	AWARDED FY90-91	PENDING FY90-91	FY91-92	FY92-93	FY93-94	FY94-95	FY95-96	FY96-97	FY97-98	FY98-99 & BEYOND	TOTAL	PERCENT CAPITAL TOTAL
ONE	PRESIDIO DIVISION RECONSTRUCTION													
	STATE RAIL BONDS -- PROP 108	$0	$0	$0	$0	$175,000	$1,500,000	$16,750,000	$0	$0	$0	$0	$16,425,000	50.00%
	REGIONAL -- TDA/STA	$0	$0	$0	$0	$175,000	$750,000	$1,000,000	$0	$0	$0	$0	$1,925,000	5.22%
	S F MUNICIPAL RAILWAY IMPROVEMENT CORP	$0	$0	$0	$0	$0	$750,000	$1,000,000	$0	$0	$0	$0	$1,750,000	4.75%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$0	$0	$0	$0	$6,000,000	$8,750,000	$0	$0	$0	$0	$14,750,000	40.03%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$0	$0	$0	$0	$350,000	$9,000,000	$27,500,000	$0	$0	$0	$0	$36,650,000	100.00%
TWO	71-NORIEGA ELECTRIFICATION													
	UMTA SECTION 3 -- BUS/ALTERNATIVE FUELS	$0	$0	$0	$0	$0	$9,600,000	$0	$0	$0	$0	$0	$9,600,000	65.75%
	STATE TRANSIT CAPITAL IMPROVEMENT	$0	$0	$0	$0	$0	$1,600,000	$0	$0	$0	$0	$0	$1,600,000	10.96%
	STATE RAIL BONDS -- PROP 108	$0	$0	$0	$900,000	$0	$0	$0	$0	$0	$0	$0	$900,000	6.16%
	REGIONAL -- TDA/STA	$0	$0	$0	$900,000	$0	$600,000	$0	$0	$0	$0	$0	$1,700,000	11.64%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$0	$0	$0	$0	$800,000	$0	$0	$0	$0	$0	$800,000	5.48%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$0	$0	$0	$1,600,000	$0	$12,600,000	$0	$0	$0	$0	$0	$14,600,000	100.00%
ONE	ESCALATOR/ELEVATOR REHABILITATION													
	UMTA SECTION 3 -- RAIL MODERNIZATION	$0	$0	$0	$0	$0	$0	$0	$3,750,000	$0	$0	$0	$3,750,000	72.12%
	UMTA SECTION 23 -- FAU	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	STATE RAIL BONDS -- PROP 116	$0	$0	$0	$0	$225,000	$0	$0	$500,000	$0	$0	$0	$725,000	13.94%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$0	$0	$0	$225,000	$0	$0	$500,000	$0	$0	$0	$725,000	13.94%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$0	$0	$0	$0	$450,000	$0	$0	$4,750,000	$0	$0	$0	$5,200,000	100.00%
ONE	HISTORIC STREETCAR RENOVATION													
	UMTA SECTION 3 -- RAIL MODERNIZATION	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	UMTA SECTION 9 -- FORMULA REPLACEMENT	$0	$0	$0	$0	$0	$0	$0	$0	$1,320,000	$460,000	$480,000	$2,260,000	80.00%
	STATE TRANSIT CAPITAL IMPROVEMENT	$0	$0	$0	$0	$0	$0	$0	$0	$165,000	$57,500	$60,000	$282,500	10.00%
	BRIDGE TOLLS -- AB 664	$0	$0	$0	$0	$0	$0	$0	$0	$165,000	$57,500	$60,000	$282,500	10.00%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$0	$0	$0	$0	$0	$0	$0	$0	$1,650,000	$575,000	$600,000	$2,825,000	100.00%
TWO	42-LOOP ELECTRIFICATION													
	STATE TRANSIT CAPITAL IMPROVEMENT	$0	$0	$0	$0	$0	$0	$0	$0	$125,000	$0	$0	$125,000	50.00%
	REGIONAL -- TDA/STA	$0	$0	$0	$0	$0	$0	$0	$0	$125,000	$0	$0	$125,000	50.00%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$0	$0	$0	$0	$0	$0	$0	$0	$250,000	$0	$0	$250,000	100.00%

PRIORITY RANK	PROJECT NAME AND FUND SOURCE	THROUGH FY89-90	AWARDED FY90-91	PENDING FY90-91	FY91-92	FY92-93	FY93-94	FY94-95	FY95-96	FY96-97	FY97-98	FY98-99 & BEYOND	TOTAL	PERCENT CAPITAL TOTAL
TWO	9-SAN BRUNO ELECTRIFICATION													
	STATE TRANSIT CAPITAL IMPROVEMENT	$0	$0	$0	$0	$0	$0	$0	$0	$125,000	$0	$0	$125,000	50.00%
	REGIONAL -- TDA/STA	$0	$0	$0	$0	$0	$0	$0	$0	$125,000	$0	$0	$125,000	50.00%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$0	$0	$0	$0	$0	$0	$0	$0	$250,000	$0	$0	$250,000	100.00%
N/A	POWELL-MASON CABLE CAR EXTENSION													
	RESOURCE TO BE DETERMINED	$0	$0	$0	$0	$0	$0	$0	$230,185	$230,185	$0	$13,284,785	$13,745,155	N/A
	TOTAL	$0	$0	$0	$0	$0	$0	$0	$230,185	$230,185	$0	$13,284,785	$13,745,155	N/A
ONE	NEW STARTS & EXTENSIONS													
	BART CAPITAL RESERVE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$50,000	$0	$661,331	$1,500,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$2,000,000	$9,211,331	100.00%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$0	$50,000	$0	$661,331	$1,500,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$2,000,000	$9,211,331	100.00%
ONE	1401 BRYANT STREET SEISMIC REHAB													
	STATE TRANSIT CAPITAL IMPROVEMENT	$0	$0	$0	$0	$0	$0	$3,000,000	$0	$0	$0	$0	$3,000,000	46.80%
	HETCH HETCHY CAPITAL RESERVES	$0	$10,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,000	0.16%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$100,000	$0	$0	$200,000	$100,000	$3,000,000	$0	$0	$0	$0	$3,400,000	53.04%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$0	$110,000	$0	$0	$200,000	$100,000	$6,000,000	$0	$0	$0	$0	$6,410,000	100.00%
ONE	POTRERO REHABILITATION													
	UMTA SECTION 9 -- FORMULA REPLACEMENT	$9,967,584	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$9,967,584	72.36%
	STATE RAIL BONDS -- PROP 116	$0	$0	$650,000	$0	$0	$0	$0	$0	$0	$0	$0	$650,000	4.72%
	STATE TRANSIT CAPITAL IMPROVEMENT	$928,867	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$928,867	6.74%
	REGIONAL -- TDA/STA	$113,773	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$113,773	0.83%
	S F MUNICIPAL RAILWAY IMPROVEMENT CORP	$1,425,258	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,425,258	10.35%
	HETCH HETCHY CAPITAL RESERVES	$40,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$40,000	0.29%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$650,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$650,000	4.72%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$12,475,480	$650,000	$650,000	$0	$0	$0	$0	$0	$0	$0	$0	$13,775,480	100.00%

PRIORITY RANK	PROJECT NAME AND FUND SOURCE	THROUGH FY69-90	AWARDED FY90-91	PENDING FY90-91	FY91-92	FY92-93	FY93-94	FY94-95	FY95-96	FY96-97	FY97-98	FY98-99 & BEYOND	TOTAL	PERCENT CAPITAL TOTAL
N/A	31-BALBOA ELECTRIFICATION													
	UMTA SECTION 3 -- BUS/ALTERNATIVE FUELS	$10,939,556	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,939,556	70.30%
	STATE TRANSIT CAPITAL IMPROVEMENT	$3,543,750	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,543,750	22.77%
	BRIDGE TOLLS -- AB 664	$0	$157,665	$0	$0	$0	$0	$0	$0	$0	$0	$0	$157,685	1.01%
	HETCH HETCHY CAPITAL RESERVES	$919,524	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$919,524	5.91%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$15,402,830	$157,665	$0	$0	$0	$0	$0	$0	$0	$0	$0	$15,560,515	100.00%
ONE	FAREBOX REPLACEMENT													
	UMTA SECTION 9 -- FORMULA REPLACEMENT	$5,454,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,454,000	78.00%
	S F MUNICIPAL RAILWAY IMPROVEMENT CORP	$480,000	$883,500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,363,500	19.50%
	REGIONAL -- TDA/STA	$175,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$175,000	2.50%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	TOTAL	$6,109,000	$883,500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,992,500	100.00%
N/A	J/M LAYOVER TERMINALS													
	UMTA SECTION 9 -- FORMULA REPLACEMENT	$3,392,148	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,392,148	79.44%
	STATE TRANSIT CAPITAL IMPROVEMENT	$260,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$260,000	6.09%
	HETCH HETCHY CAPITAL RESERVES	$82,128	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$82,128	1.92%
	BRIDGE TOLLS -- AB 664	$535,909	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$535,909	12.55%
	TRANSPORTATION SALES TAX -- CAPITAL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
	TRANSPORTATION SALES TAX -- OPERATING	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
	NOTE: $2.8M/IN FY91 UMTA SEC 9 TOTAL	$4,270,185	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,270,185	100.00%
ONE	PARATRANSIT VAN AND CAB SERVICE													
	TRANSPORTATION SALES TAX -- OPERATING	$100,000	$1,665,000	$0	$2,650,000	$3,650,000	$3,761,000	$3,761,000	$3,761,000	$3,761,000	$3,761,000	$3,761,000	$30,631,000	N/A
	TOTAL	$100,000	$1,665,000	$0	$2,650,000	$3,650,000	$3,761,000	$3,761,000	$3,761,000	$3,761,000	$3,761,000	$3,761,000	$30,631,000	N/A

FINANCIAL SUMMARY: REVENUES BY SOURCE	THROUGH 1989-90	AWARDED 1990-91	PENDING 1990-91	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	1998-2000	TOTAL	TOTAL
UMTA SECTION 3 -- RAIL MODERNIZATION	$20,446,675	$13,500,000	$57,913,400	$60,146,050	$41,765,764	$11,576,250	$100,566,350	$66,419,500	$76,646,750	$3,166,750	$16,346,000	$472,521,689	25.96%
UMTA SECTION 3 -- BUS/ALTERNATIVE FUELS	$29,351,306	$0	$0	$0	$0	$9,600,000	$55,200,000	$12,975,000	$3,625,000	$26,650,000	$8,625,000	$148,226,306	6.14%
UMTA SECTION 9 -- FORMULA REPLACEMENT	$62,909,586	$0	$13,760,392	$27,056,581	$2,266,576	$15,372,000	$16,040,000	$29,932,296	$26,437,440	$17,171,196	$15,916,320	$246,908,387	13.57%
UMTA SECTION 23 -- FAU	$1,049,111	$0	$2,550,000	$1,469,000	$1,530,000	$1,530,000	$1,275,000	$1,275,000	$1,275,000	$1,275,000	$2,550,000	$15,796,111	0.87%
UMTA SECTION 23 -- INTERSTATE TRANSFER	$1,105,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,105,000	0.06%
STATE TRANSIT CAPITAL IMPROVEMENT	$30,963,900	$16,945,019	$0	$14,925,480	$12,410,096	$7,401,675	$17,361,250	$13,516,250	$43,145,625	$6,096,125	$5,263,000	$170,048,620	9.34%
STATE ENVIRONMENTAL ENHANCEMENT	$0	$0	$0	$0	$500,000	$4,500,000	$0	$0	$0	$0	$0	$5,000,000	0.27%
STATE RAIL BONDS -- PROP 108	$0	$0	$20,500,000	$32,222,500	$25,050,000	$22,000,000	$47,600,050	$27,682,000	$0	$0	$0	$175,454,550	9.64%
STATE RAIL BONDS -- PROP 116	$0	$0	$2,650,000	$11,747,480	$16,357,262	$3,500,000	$245,236	$500,000	$0	$0	$0	$35,000,000	1.92%
STATE FLEXIBLE CONGESTION RELIEF	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%
STATE TRAFFIC SYSTEMS MANAGEMENT	$0	$0	$0	$437,000	$680,000	$620,000	$400,000	$400,000	$400,000	$400,000	$400,000	$3,737,000	0.21%
REGIONAL -- TDA/STA	$2,346,310	$0	$3,722,363	$8,679,387	$399,822	$5,255,375	$6,725,000	$5,620,000	$2,162,500	$4,775,000	$1,437,500	$39,125,257	2.15%
BRIDGE TOLLS -- AB 664	$6,623,402	$3,515,970	$3,166,079	$5,233,173	$6,238,780	$5,731,040	$7,178,170	$3,265,150	$3,810,562	$3,821,125	$7,075,500	$57,676,971	3.17%
BRIDGE TOLLS -- REGIONAL MEASURE 1	$0	$0	$6,691,754	$3,490,966	$3,000,000	$3,675,000	$3,000,000	$2,668,750	$3,000,000	$3,000,000	$6,000,000	$34,926,472	1.92%
BART CAPITAL RESERVES	$15,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$15,000,000	0.82%
TRANSIT IMPACT DEVELOPMENT FEE	$3,224,800	$4,011,165	$0	$10,940,000	$4,963,000	$225,000	$2,625,000	$6,712,000	$2,725,000	$2,725,000	$2,950,000	$41,320,965	2.27%
S F MUNICIPAL RAILWAY IMPROVEMENT CORP	$19,003,352	$883,500	$2,150,000	$1,457,334	$3,100,000	$5,250,000	$4,625,000	$1,976,750	$0	$0	$0	$38,647,938	2.12%
HETCH HETCHY CAPITAL RESERVES	$1,845,752	$10,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,855,752	0.10%
TRANSPORTATION SALES TAX -- CAPITAL	$0	$20,610,700	$0	$29,975,343	$46,192,732	$37,664,000	$46,132,550	$37,180,574	$30,544,360	$4,706,799	$9,444,080	$262,471,138	14.42%
TRANSPORTATION SALES TAX -- OPERATING	$100,000	$1,665,000	$0	$2,650,000	$3,650,000	$4,516,000	$5,767,000	$7,157,000	$7,292,000	$8,095,000	$14,223,850	$55,137,850	3.03%
OTHER LOCAL -- VARIOUS RESOURCES	$2,904,621	$690,145	$0	$0	$1,000,000	$0	$0	$0	$0	$0	$0	$4,594,766	N/A
GRAND TOTAL	$218,696,015	$81,631,499	$113,123,966	$206,454,296	$169,146,052	$136,638,540	$315,376,608	$217,702,270	$203,266,257	$85,883,995	$92,233,250	$1,824,554,771	100.00%

CAPITAL IMPROVEMENT PROGRAM
ROADWAY PROJECTS

PROJECT NAME AND FUND SOURCE	FY91-92	FY92-93	FY93-94	FY94-95	FY95-96	FY96-97	FY97-98
Islais Creek Interchange							
State	1,421	1,349	12,240				
Local	241	276	2,372				
Embarcadero Roadway							
Federal Interstate Transfer	28,027	7,600					
Flexible Congestion Relief	9,800						
SFCTA Sales Tax	6,500	3,520					
Port Authority	1,000						
Sante Fe Pacific	11,000						
Other Local Funds	488						

CAPITAL IMPROVEMENT PROGRAM
WATERBORNE PROJECTS

PROJECT NAME AND FUND SOURCE	FY91-92	FY92-93	FY93-94	FY94-95	FY95-96	FY96-97	FY97-98
North Commuter Ferry Terminal Upgrade-Phase I							
FHWA	827						
Caltrans	166						
Sales Tax	100						
Bridge Tolls	24						
North Commuter Ferry Terminal Upgrade-Phase II							
Prop 116	5,660						
City of Vallejo	10						
Bride Tolls	1						

APPENDIX 1

CALIFORNIA GOVERNMENT CODES REFERENCING CONGESTION MANAGEMENT PROGRAMS

CALIFORNIA GOVERNMENT CODES REFERENCING CONGESTION MANAGEMENT PROGRAMS

CONTENT OF REGIONAL TRANSPORTATION PLAN (Added AB 471)

65081 (b) ...The (Regional Transportation Plan) action element shall include all congestion management programs adopted by the commission pursuant to Chapter 2.6 (commencing with Section 65088)

CONTENT OF REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (Added AB 471)

65082 (b) For purposes of the regional transportation improvement program submitted to the commission on December 1, 1991, and every two years thereafter, congestion management programs adopted pursuant to Section 65089 shall be incorporated into the regional transportation improvement program. Local projects not included in a congestion management program shall not be included in the regional transportation improvement program. Projects and programs adopted pursuant to subdivision (a) shall be consistent with the seven-year capital improvement program adopted pursuant to paragraph (5) of subdivision (b) of Section 65089, and the guidelines adopted pursuant to Section 14530.1.

LEGISLATIVE FINDINGS AND DECLARATIONS (Added AB 471)

65088. The Legislature finds and declares all of the following:

(a) Although California's economy is critically dependent upon transportation, its current transportation system relies primarily upon a street and highway system designed to accommodate far fewer vehicles than are currently using the system.

(b) California's transportation system is characterized by fragmented planning, both among jurisdictions involved and among the means of available transport.

(c) The lack of an integrated system and the increase in the number of vehicles are causing traffic congestion that each day results in 400,000 hours lost in traffic, 200 tons of pollutants released into the air we breathe, and three million one hundred thousand dollars ($3,100,000) added costs to the motoring public.

(d) To keep California moving, all methods and means of transport between major destinations must be coordinated to connect our vital economic and population centers.

(e) In order to develop the California economy to its full potential, it is intended that federal, state, and local agencies join with transit districts, business, private and

environmental interests to develop and implement comprehensive strategies needed to develop appropriate responses to transportation needs.

DEFINITIONS (Amended AB 1791)

65088.1 As used in this chapter the following terms have the following meanings:

(a) Unless the context requires otherwise, "regional agency" means the agency responsible for preparation of the regional transportation improvement program.

(b) Unless the context requires otherwise, "agency" means the agency responsible for the preparation and adoption of the congestion management program.

(c) "City" includes a city and county.

(d) "Commission" means the California Transportation Commission.

(e) "Department" means the Department of Transportation.

(f) "Urbanized area" has the same meaning as is defined in the 1990 federal census for urbanized areas of more than 50,000 population.

(g) "Interregional travel" means trips that have neither origin nor destination within the boundary of the congestion management program.

CONGESTION MANAGEMENT PROGRAM (Amended AB 1791)

65089. (a) A congestion management program shall be developed, adopted, and annually updated for every county that includes an urbanized area, and shall include every city and the county. The program shall be adopted at a noticed public hearing of the agency. The Program shall be developed in consultation with, and with the cooperation of, the transportation planning agency, regional transportation providers, local governments, the department, and the air pollution control district or the air quality management district, either by the county transportation commission, or by another public agency, as designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population in the incorporated area of the county.

(b) The program shall contain all of the following elements:

(1) (A) Traffic level of service standards established for a system of highways and roadways designated by the agency. The system shall include at a minimum all state highways and principal arterials. No highway or roadway designated as a part of the system shall be removed from the system. All new state highways and principal arterials shall be

designated as part of the system. Level of service (LOS) shall be measured by Circular 212, (or by the most recent version of the Highway Capacity Manual), or by a uniform methodology adopted by the agency which is consistent with the Highway Capacity Manual. The determination as to whether an alternative method is consistent with the Highway Capacity Manual shall be made by the regional agency, except that the department shall make this determination instead if either (i) the regional agency is also the agency, as those terms are defined in Section 65088.1, or (ii) the department is responsible for preparing the regional transportation improvement plan for the county.

(B) In no case shall the LOS standards established be below the level of service E or the current level, whichever is farthest from level of service A, except where a segment or intersection had been designated as deficient and a deficiency plan has been adopted pursuant to Section 65089.3.

(2) Standards established for the frequency and routing of public transit, and for the coordination of transit service provided by separate operators.

(3) A trip reduction and travel demand element that promotes alternative transportation methods, such as carpools, vanpools, transit, bicycles, and park-and-ride lots; improvements in the balance between jobs and housing; and other strategies, including flexible work hours and parking management programs.

(4) A program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts. In no case shall the program include an estimate of the costs of mitigating the impacts of interregional travel. The program shall provide credit for local public and private contributions to improvements to regional transportation systems. However, in the case of toll road facilities, credit shall only be allowed for local public and private contributions which are unreimbursed from toll revenues or other state or federal sources. The agency shall calculate the amount of the credit to be provided.

(5) A seven year capital improvement program to maintain or improve the traffic level of service and transit performance standards developed pursuant to paragraphs (1) and (2), and to mitigate regional transportation impacts identified pursuant to paragraph (4), which conforms to transportation-related vehicle emissions air quality mitigation measures.

(c) The agency, in consultation with the regional agency, cities, and the county shall develop a uniform data base on traffic impacts for use in a countywide transportation computer model and shall approve transportation computer models of specific areas within the county that will be used by local jurisdictions to determine the quantitative impacts of development on the circulation system that are based on the countywide model and standardized modeling assumptions and conventions. The computer models shall be

consistent with the modeling methodology adopted by the regional planning agency. The data bases used in the models shall be consistent with the data bases used by the regional planning agency. Where the regional agency has jurisdiction over two or more counties, the data bases used by the agency shall be consistent with the data bases used by the regional agency.

REGIONAL AGENCY REVIEW (Added AB 471)

Section 65089.2 (a) Congestion management programs shall be submitted to the regional agency. The regional agency shall evaluate the consistency between the program and the regional transportation plans required pursuant to Section 65080. In the case of multicounty regional agency, that agency shall evaluate the consistency and compatibility of the programs within the region.

(b) The regional agency, upon finding that the program is consistent, shall incorporate the program into the regional transportation improvement program as provided for in Section 65082. If the regional agency finds the program is inconsistent, it may exclude any project in the congestion management program from inclusion in the regional transportation improvement program.

MONITORING OF CMP IMPLEMENTATION (Amended AB 1791)

65089.3 (a) The agency shall monitor the implementation of all elements of the congestion management program. Annually, the agency shall determine if the county and cities are conforming to the congestion management program, including, but not limited to, all of the following:

(1) Consistency with levels of service and performance standards, except as provided in subdivisions (b) and (c).

(2) Adoption and implementation of a trip reduction and travel demand ordinance.

(3) Adoption and implementation of a program to analyze the impacts of land use decisions, including the estimate of the costs associated with mitigating these impacts.

(b) (1) A city or county may designate individual deficient segments or intersections which do not meet the established level of service standards if, prior to the designation, at a noticed public hearing, the city or county has adopted a deficiency plan which shall include all of the following:

(A) An analysis of the causes of the deficiency.

(B) A list of improvements necessary for the deficient segment or intersection to maintain the minimum level of service otherwise required and the estimated costs of the improvements.

(C) A list of improvements, programs, or actions, and estimates of costs, that will (i) measurably improve the level of service of the system, as defined in subdivision (b) of Section 65089, and (ii) contribute to significant improvements in air quality, such as improved public transit service and facilities, improved nonmotorized transportation facilities, high occupancy vehicle facilities, and transportation control measures. The air quality management district or the air pollution control district shall establish and periodically revise a list of approved improvements, programs, and actions which meet the scope of this paragraph. If an improvement, program, or action is on the approved list and has not yet been fully implemented, it shall be deemed to contribute to significant improvements in air quality. If an improvement, program, or action is not on the approved list, it shall not be implemented unless approved by the local air quality management district or air pollution control district.

(D) An action plan, consistent with the provisions of Chapter 5 (commencing with Section 66000) of Division 1 of Title 7, that shall be implemented, consisting of improvements identified in paragraph (B), or improvements, programs, or actions identified in paragraph (C), that are found by the agency to be in the interest of the public's health, safety and welfare. The action plan shall include a specific implementation schedule.

(2) A city or county shall forward its adopted deficiency plan to the agency. The agency shall hold a noticed public hearing within 60 days of receiving the deficiency plan. Following the hearing, the agency shall either accept or reject the deficiency plan in its entirety, but the agency may not modify the deficiency plan. If the agency rejects the plan, it shall notify the city or county of the reasons for that rejection.

(c) The agency, after consultation with the regional agency, the department, and the local air quality management district or air pollution control district, shall exclude from the determination of conformance with level of service standards, the impacts of any of the following:

(1) Interregional travel.
(2) Construction, rehabilitation, or maintenance of facilities that impact the system.
(3) Freeway ramp metering.
(4) Traffic signal coordination by the state or multijurisdictional agencies.
(5) Traffic generated by the provision of low and very low income housing.

(d) For the purposes of this chapter, the impacts of a trip which originates in one county and which terminates in another county shall be included in the determination of

conformance with level of service standards with respect to the originating county only. A roundtrip shall be considered to consist of two individual trips.

DETERMINATION OF NONCONFORMANCE (Amended AB 1791)

65089.4 (a) If, pursuant to the annual monitoring provided for in Section 65089.3, the agency determines, following a noticed public hearing, that a city or county is not conforming with the requirements of the congestion management program, the agency shall notify the city or county in writing of the specific areas of nonconformance. If, within 90 days of the receipt of the written notice of nonconformance, the city or county has not come into conformance with the congestion management program, the governing body of the agency shall make a finding of nonconformance and shall submit the finding to the commission and to the Controller.

(b) Upon receiving notice from the agency of nonconformance, the Controller shall withhold apportionments of funds required to be apportioned to that nonconforming city or county by Section 2105 of the Streets and Highways Code, until the Controller is notified by the agency that the city or county is in conformance.

RELATION OF CMP AND GENERAL PLAN CONFORMITY (Added AB 1791)

65089.5 Failure to complete or implement a congestion management program shall not give rise to a cause of action against a city or county for failing to conform with its general plan, unless the city or county incorporates the congestion management program into the transportation element of its general plan.

AFFECTED DEVELOPMENTS (Added AB 1791)

65089.6 A proposed development specified in a development agreement entered into prior to July 10, 1989, shall not be subject to any action taken to comply with this chapter, except actions required to be taken with respect the trip reduction and travel demand element of a congestion management program pursuant to paragraph (3) of subdivision (b) of Section 65089.

APPENDIX 2

METROPOLITAN TRANSPORTATION COMMISSION RESOLUTION NO. 2166

1990 CONGESTION MANAGEMENT PROGRAM POLICY

Date: June 27, 1990
W.I.: 902.10.01
W.A.: 0811r
Referred By: WPPRC
Revised: 12/14/90

ABSTRACT

Resolution No. 2166, Revised

This resolution adopts the Congestion Management Program Policy for the Bay Area.

On December 19, 1990, Resolution No. 2166 was revised to clarify the region's Congestion Management Program Policy.

Date: June 27, 1990
W.I.: 902.10.01
W.A.: 0811r
Referred By: WPPRC
Revised: 12/14/90

Re: 1990 Congestion Management Program Policy.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 2166, Revised

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq; and

WHEREAS, Government Code 65080 requires each transportation planning agency to prepare a regional transportation plan and a regional transportation improvement program directed at the achievement of a coordinated and balanced regional transportation system; and

WHEREAS, Government Code 65089 requires a designated local agency in each urbanized county to develop, adopt, and annually update a congestion management program for the county and its included cities; and requires that this congestion management program be developed in consultation, among others, with the regional transportation planning agency; and

WHEREAS, Government Code 65089.2 requires that the regional transportation planning agency must make a finding that each congestion management program is consistent with the regional transportation plan, and upon making that finding shall incorporate the congestion management program into the regional transportation improvement program; and

WHEREAS, Government Code 65082 requires that congestion management programs be incorporated into the regional transportation improvement program beginning with the program submitted to the California Transportation Commission on December 1, 1991; and

WHEREAS, MTC has prepared a draft Congestion Management Program Policy for review by all of the counties and cities within the region; and

WHEREAS, a Congestion Management Program Policy is intended to provide guidance for all the counties and cities within the region in preparing their congestion management programs; now, therefore, be it

RESOLVED, that MTC adopts the Congestion Management Program Policy attached as Attachment A to this resolution, and incorporated herein by reference; and, be it further

RESOLVED, that this resolution and the Congestion Management Program Policy, shall be transmitted to the nine Bay Area counties and their included cities for use in preparing their congestion management programs.

METROPOLITAN TRANSPORTATION COMMISSION

Rod Diridon, Chairperson

The above resolution was entered into
by the Metropolitan Transportation
Commission at a regular meeting of the
Commission held in Oakland,
California, on June 27, 1990.

Date: December 14, 1990
W.I.: 902.10.01
W.A.: 0811r
Referred By: WPPRC
Revised: 12/14/90

Attachment A
Resolution No. 2166
Page 1 of 11

MTC POLICY RE: CONGESTION MANAGEMENT PROGRAMS

INTRODUCTION

This Policy is intended to provide Bay Area counties, cities, transit agencies, and other transportation interests with a "road map" of the Congestion Management Programs: how they were established, what they require, and how they might be implemented in this region. The Policy is organized into four sections:

Section I: Statutory requirements for the Congestion Management Program (CMP).

Section II: Metropolitan Transportation Commission's specific responsibilities and procedures for CMPs.

Section III: CMP agency responsibilities, and those of other agencies, including MTC recommendations.

Section IV: Suggested on-going assistance that MTC can provide for CMP development and implementation.

I. DESCRIPTION OF THE LEGISLATION

A. GENERAL

The Congestion Management Program was established as part of a bi-partisan legislative package crafted in 1989. The legislation created the opportunity for significant increases in transportation revenues, (contingent upon voter approval in the June, 1990 State election), and markedly changed state transportation planning and programming. The specific CMP provisions were originally chartered by the Katz-Kopp-Baker-Campbell Transportation Blueprint for the Twenty-First Century (AB 471 (Katz); Chapter 106, Statutes 1989) AB 471 (Katz) Chapter 106, Statutes of 1989; they were significantly revised by AB 1791 (Katz) Chapter 16, Statutes of 1990. Like the funding provisions, the CMPs became effective when voters approved (Proposition 111) on June 5, 1990.

B. CMP STATUTORY REQUIREMENTS

The CMP legislation in complex. Key elements are summarized below.

1) Designation and Authority of CMP Agency:

The County Board of Supervisors, and a majority of cities representing a majority of the population, must designate by resolution a public agency to prepare and adopt the Congestion Management Program. The jurisdiction of the CMP agency, which can be either a new or existing agency, is the county, and all included cities. The CMP agency also has authority to monitor its member county's and cities' compliance with the adopted program.

2) CMP Elements

The Congestion Management Program must contain the following elements.

- Traffic Level of Service (LOS) standards
  - Must be established for a system of highways and roadways designated by the CMP agency. System to include at a minimum all state highways and principal arterials.
  - The methodology for measuring LOS must be that contained in Circular 212 or most recent version of the Highway Capacity Manual. The CMP agency has the prerogative to approve the use of another method, if it is consistent with the Highway Capacity Manual.
  - Traffic standards must be set no lower than LOS "E" for any segment or intersection on the CMP system, unless the current LOS is lower (i.e. "F").
  - When measuring traffic LOS standards to determine conformance with CMP requirements (see I.B.3 following) impacts due to these factors are to be excluded from the LOS calculation:
    1) Interregional travel (defined as any vehicle trip that has neither its origin or destination within the boundary of the congestion management program).
    2) Construction, rehabilitation, or maintenance of facilities that impact the CMP designated system.
    3) Freeway ramp metering.
    4) Traffic signal coordination by the state or multijurisdictional agencies.
    5) Traffic generated by the provision of low and very low income housing.
- Transit service standards
  - Must be established for service frequency (i.e. headways), routing, and coordination among multiple transit agencies operating within the CMP jurisdiction.
- Trip Reduction and Travel Demand Element
  - Must include alternatives to single occupant auto use, such as transit, van and carpooling, bicycles and park and ride lots.
  - Must promote strategies to manage overall travel demand, such as jobs/housing balance, flextime, and parking strategies.

- Land Use Impact Analysis

  - Must include a program to analyze the impact of land use decisions by local jurisdictions on the regional transportation system, including an estimate of costs to mitigate those impacts. Note that the legislation allows costs associated with mitigating interregional travel (as defined above) to be excluded from this estimate. Public and private contributions to regional transportation improvements may be credited.

  - For use in this analysis, the CMP agency is to provide a uniform database on traffic impacts "for use in a countywide transportation computer model". The CMP agency will approve the computer models used within its jurisdiction-- modelling methodology and data bases must be consistent with those of the regional planning agency.

- Capital Improvement Program (CIP)

  - Is a 7-year program.
  - Projects in the CIP will be incorporated into the Regional Transportation Improvement Program (RTIP), for the programming of Flexible Congestion Relief and Urban and Commuter Rail funds.
  - CIP projects also receive priority for state Traffic Systems Management funds.
  - CIP projects must maintain or improve traffic LOS standards and transit performance standards.
  - Projects must conform to transportation-related emissions air quality mitigation measures.

3) CMP Compliance and Monitoring Requirements

- MTC must find the CMP consistent with the Regional Transportation Plan.

- Annually, the CMP agency must make a determination that its member cities and county are conforming to the CMP, including:

  - Consistency with traffic LOS and transit performance standards

  - Adoption and implementation of a trip reduction and travel demand ordinance

  - Adoption and implementation of a program for analyzing land use impacts on transportation system

- Any county or city can adopt a "deficiency plan" to include intersections or segments that will not meet traffic LOS requirements. For these deficient segments, the city or county can elect to implement improvements to other parts of the system if that alternate improvement will "(1) measurably improve the level of service of the system; and (2) contribute to significant improvements in air quality".

II. MTC STATUTORY RESPONSIBILITY AND PROCEDURES

A. GENERAL:

MTC's direct responsibilities under CMP Statutes are fairly narrow, involving consistency findings between the CMP and the Regional Transportation Plan (RTP), consistency findings among CMPs in the region, and the inclusion of the CMP projects in the Regional Transportation Improvement Program (RTIP).

B. CMP CONSISTENCY FINDING WITH THE RTP

1) Consistency with regional transportation system as defined in the Regional Transportation Plan.

The MTC Regional Transportation Plan is undergoing significant revisions for the 1991 Update, including a full Environmental Impact Report. One outcome of the RTP Update process will be a clear definition of the "metropolitan transportation system" to include highways, the region's transit rail network, corridor level arterials, and regional bus and ferry transit services. This designated system should guide the investment of regional transportation funds, particularly discretionary funds.

The CMP statute requires that the CMP agency designate a system of highways and roadways to "include at a minimum all state highways and principal arterials". This system designates which segments and/or intersections will be subject to the traffic LOS standards, and companion monitoring and compliance requirements.

In making a finding of compliance with the RTP, MTC would:

- Ensure that there is regional consistency among the CMP designated systems, particularly for facilities that cross county borders. Both CMP systems and the Metropolitan Transportation System of the RTP must contain the state highway system, and it is expected that there will be considerable overlap among the arterials designated in each.

- Require that all projects in the CMP Capital Improvement Program (CIP) that are eligible for the Regional Transportation Improvement Program (RTIP) must be located on, or otherwise identified with, MTC's Metropolitan Transportation System in the RTP.

- o Encourage the CMP agency to designate as part of its system any other highway or roadway that the CMP agency expects will play an important role in its overall congestion management program.

2) Consistency with pertinent Air Quality Plans, as incorporated in the RTP.

MTC will require that all CMPs be consistent with the region's adopted transportation control measure plans for the Federal and State Clean Air Acts, which are an integral part of the RTP.

- o For federal standards, MTC's current response is the 1982 Bay Area Clean Air Plan, and its Contingency Plan, consisting of MTC Resolution Nos. 2107 and 2131. MTC Resolution No. 2107 addresses the criteria for considering highway projects for delay, including certain design mitigations that must be considered if the project demonstrates any potential degradation of federal carbon monoxide and hydrocarbon standards. Resolution No. 2131 outlines an augmented list of transportation control measures that MTC has committed to implement to comply with federal air quality standards. Both resolutions have been distributed to all cities and counties in the region, and are available from MTC.
- o MTC is currently developing the Transportation Control Measure (TCM) plan to meet the more stringent State Clean Air Act. This plan should be completed by June 30, 1990. If adopted by the Bay Area Air Quality Management District, the plan must be implemented immediately. The Plan will describe the implementation responsibilities of cities and counties. The region's air quality strategy should be reflected in any Congestion Management Program, particularly the required trip reduction and travel demand element.

3) Consistency with regional travel model.

In order to promote the development of a common basis of "transportation facts" to serve as a foundation for policies, the statutes require CMAs to develop a countywide transportation computer model that is consistent with MTC's model. Specifically, the statutes require that:

> "The computer models (used by the CMAs) shall be consistent with the modeling methodology adopted by the regional planning agency (i.e., MTC). The data bases used in the model shall be consistent with the data bases used by the regional planning agency."

MTC will continue to staff a technical advisory committee to share information and develop recommendations on CMP modeling issues, as needed. Key RTP consistency requirement issues at this time include:

- Use of "ABAG consistent" and other demographics; and
- Use of core modeling assumptions, parameters and methodologies.

MTC will prepare documentation of modeling requirements as developed through this process.

Additionally, to assist in the development of countywide models that are consistent, MTC will prepare:

- A guide to documenting input assumptions and forecasting results;
- Documentation of MTC's regional model;
- "County Data Books" containing travel forecasts and level of service information extracted from regional forecasts, including trip tables, trip end summaries, trip length information and general traffic and transit assignments; and
- Sub-regional travel forecasts for a limited number of counties.

C. CONSISTENCY FINDING BETWEEN DIFFERENT CMPS

The legislation requires also that "in the case of multi-county regional transportation agency, that agency shall evaluate the consistency and compatibility of the [congestion management] programs within the region".

- MTC will make a finding of consistency between different CMPs in the region, at the time that the CMP is submitted to the agency and a finding of consistency with the RTP is made. Since all CMPs must conform to the RTP, consistency among different CMPs should also be achieved.

- To facilitate this finding, we strongly recommend that MTC staff participate on appropriate county level CMP technical advisory committees, to facilitate exchange of information and anticipate any potential conflicts with other CMPs, or with the Regional Transportation Plan.

- MTC will set up procedures to hear and resolve conflicts that may be identified as part of the RTP/CMP consistency review.

D. INCORPORATION OF CMP PROJECTS INTO THE RTIP

- The statute mandating new procedures for the State Transportation Improvement Program specifically requires that Caltrans prepare STIP Guidelines that include guidance for the incorporating CMP capital improvements into the Regional Transportation Improvement Program (RTIP). The statute requires a direct linkage between the CMPs and RTIP.

- CTC's adopted STIP guidelines, however, do not provide specific guidance. Comments regarding the CMP/RTIP linkage are limited to following:
  - Projects for RTIP funding must be submitted as part of a seven year capital improvement program from an adopted CMP.
  - CMPs be consistent with the Regional Transportation Plan before they can be incorporated into the RTIP; and
  - Projects should be included in the RTIP in accordance with CMP priorities, to the extent permitted by the availability of funds, and project fund eligibility.
- Given this limited direction, MTC will work cooperatively with Caltrans District staffs to develop clearer regional guidance to augment the State recommendations. Issues that deserve specific attention include
  - Prioritizing projects from multiple CMPs, particularly when large facility improvements cross CMP jurisdictional boundaries.
  - Addressing CMP Capital Improvement Programs that exceed available State funds.
  - Coordinating the timing of RTIP project funding, actual project delivery, and annual CMP conformity findings.
  - Addressing Caltrans programming requirements (e.g. Project Study Reports, FHWA exceptions, project deliverability).
  - Addressing MTC project level requirements (e.g., conformance with MTC Resolution No. 2107, minimum screening criteria, regional scoring criteria).

E. PROCEDURES FOR CMP SUBMITTAL AND MTC REVIEW

- CMPs will be required for each biennial RTIP cycle beginning with 1992.
- To provide adequate review time, CMPs should be submitted to MTC by the end of each June preceding the December submittal of the RTIP to the California Transportation Commission. Given the extremely tight deadline for the first CMP, MTC will consider special accommodations for the 1992 RTIP cycle.
- MTC will work with individual counties, cities, transit agencies and CMP agencies to coordinate the development and review of CMPs, AB 3705 countywide plans, or any other pertinent local transportation plans.

- MTC will make a finding of consistency with the RTP for the initial CMP, and every two years thereafter when the CMP is submitted for RTIP inclusion.

- Basic travel model assumptions and methodologies should be explained in an appendix of the CMP to facilitate MTC's review and consistency finding.

III. CMP AGENCY AND OTHER STATUTORY RESPONSIBILITY/ MTC RECOMMENDED POLICY

The CMP statute assigns the CMP agency significant responsibilities to develop, approve, and monitor the Congestion Management Program. These are outlined below, accompanied by MTC's suggestions for effectively carrying out these responsibilities.

A. CMP AGENCY RESPONSIBILITY

Program Development

1) Establish CMP Agency:

   - Seek consensus when ever possible among participating decision making bodies.

2) Identify CMP system

   - Consult with MTC to ensure consistency with RTP and its designated regional transportation system (see Section II.A.1 above).

3) Set traffic LOS and transit performance standards

   Traffic:

   - Ensure that the county and all cities within the CMP jurisdiction use the same base year for initial LOS measurements

   - Develop appropriate procedures for estimating and excluding the following statutorily exempt impacts from LOS measurements for monitoring and conformance purposes:

     - interregional travel
     - construction, rehabilitation, or maintenance of facilities that impact the [designated] system
     - freeway ramp metering
     - traffic signal coordination by the state and multijurisdictional agencies
     - traffic generated by the provision of low and very low income housing

- Select a consistent LOS methodology from those dictated in the statute, for use by the county and included cities.

Transit:

- Work with transit operators and MTC to establish performance standards for frequency and routing.

- Consult MTC particularly in the area of inter-operator coordination. Incorporate any coordination agreements reached under Government Code § 66516 requirements (MTC Resolution No. 2137).

- For multi-jurisdictional transit agencies, involved CMP agencies should coordinate efforts.

4) Adopt transportation demand element

- Should be consistent with MTC adopted transportation control measures for Federal and State air quality plans (see Section II.A.2 above).

5) Establish land use impact analysis program to determine impact of land development on regional transportation system; develop and use county level transportation computer model.

- Should be consistent with regional travel demand forecasting methodology, and data bases, including ABAG projections.

- Alternative land use projections may be used as an alternative basis for transportation forecasts, in addition to ABAG.

- Significant differences between modelling outcomes and conclusions will be resolved between MTC and the CMP agency.

6) Develop Capital Improvement Program to address achievement of LOS and performance standards

- CMP agency must incorporate projects eligible for RTIP funds (Flexible Congestion Relief and Urban and Commuter Rail) into the CMP.

- In the absence of State level guidance, MTC will work cooperatively with Caltrans to develop specific guidelines for incorporating CMP projects into this region's RTIP.

- The CIP should also incorporate projects funded from non-RTIP sources that contribute to traffic and transit standards achievement. CMP projects receive first priority for State TSM funds. In general, projects included in a well developed, comprehensive congestion management program will likely compete more successfully for any state funds than those projects not included in a CMP.

- CIP capital projects should be developed considering the effects of travel demand management strategies included in TSM element/ ordinance.

Implementation and Monitoring

7) Establish CMP conformity finding procedures for the county and included cities, including criteria for the review and acceptance of county/city deficiency plans.

   - Procedures for conformance findings for major regional facilities (highway and transit) that cross CMP agency boundaries should be developed cooperatively among the affected CMP agencies and MTC.

   - If a finding of "non-conformance" is made for a city or county, and that party wishes to appeal that decision, MTC will, at the mutual request of the CMP agency and the affected county or city, serve as a neutral "third party fact finder" during the review of the decision.

8) Establish procedures for monitoring and reporting of CMP implementation.

   - Provide appropriate information to MTC to assist in the implementation or monitoring of regional programs.

B. OTHER AGENCY RESPONSIBILITY

1) Local Jurisdictions: Develop Deficiency Plan to address segments or intersections that will not meet standards.

   - MTC will facilitate discussions among cities and counties that prepare deficiency plans to develop recommendations regarding deficiency plan content and review.

2) Air Quality Management District (Air District): Establish and revise a list of approved improvements, programs, and actions that contribute to air quality improvements; to be used by cities and counties in the development of deficiency plans.

   - The Air District (or Air Districts for those counties in more than one air basin), with the cooperation of cities, counties and MTC, should develop and adopt procedures for establishing and amending the approved list.

   - Air District(s) list should be consistent with adopted Transportation Control Measures to meet Federal and State air quality standards.

   - Air District should coordinate with MTC in the development of the list, and procedures for amending it. MTC will given special assistance to counties whose CMP jurisdiction falls under more than one Air District.

IV. ADDITIONAL MTC ASSISTANCE

In addition in any planned assistance mentioned in Section II and III, MTC can help CMP agencies or their participating jurisdictions in other ways during the development of the CMPs. Options include:

- Funding: CMP agencies will most likely need additional funds to prepare their CMPs. While MTC currently does not have access to discretionary revenues for this specific purpose, MTC will assist in pursuing additional funding.
- Technical Workshops: MTC will continue to sponsor specific technical workshops to assist CMP agencies in the development and implementation of the Congestion Management Programs.

APPENDIX 3

GUIDELINES FOR ENVIRONMENTAL REVIEW: TRANSPORTATION IMPACTS

GUIDELINES FOR ENVIRONMENTAL REVIEW: TRANSPORTATION IMPACTS

April 1991

City and County of San Francisco
Department of City Planning

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Introduction and Overview of Process

These guidelines have been prepared to aid consultants in preparing transportation analysis for environmental evaluation, both Environmental Impact Reports and Negative Declarations. In all cases that a transportation study is required for environmental analysis, a separate transportation report is to be prepared based on these guidelines. as background for the Negative Declaration or EIR.

The Department will make a determination whether a transportation study and report is necessary. Generally, a transportation report will be required if one or more of the following apply.

1) The project would potentially add at least 50 P.M. Peak Hour person trips;

2) The project would potentially increase existing traffic volumes on streets in its vicinity by at least 5 percent;

3) The project would potentially impact nearby intersections and/or arterials which are believed to presently operate at LOS "D" or worse;

4) The project would provide parking which would appear likely to be deficient, relative to anticipated project demand. by at least 20 percent;

5) The project has elements which have potential to adversely affect transit operations or the carrying capacity of nearby transit services;

6) The project has elements which have potential to adversely affect pedestrian safety or the adequacy of nearby pedestrian facilities;

7) The project would not fully satisfy truck loading demand on-site, when the anticipated number of deliveries and service calls exceed ten daily.

Department staff will use discretion in determining whether a transportation study is needed in special circumstances that may not fit the above criteria.

This set of guidelines updates and revises the September 1983 guidelines for downtown analyses and the April 1988 guidelines for neighborhood projects. It reflects the most current data for San Francisco travel characteristics, based on the assumptions used for the Mission Bay, South of Market and Van Ness Avenue EIRs, and other recent environmental analyses.

These guidelines supersede all previously published transportation analysis guidelines. It must be noted that these are only guidelines. It must not be assumed that the information provided herein constitutes a complete scope of work for any transportation analysis.

For clarification, the following represents an overview of the process involved in the preparation of a transportation analysis for environmental review purposes. No estimate or assumption is made or inferred regarding time lines for the various steps.

1) The project sponsor or a designated representative files an Environmental Review (EE) application with the Department. Once the application is considered complete by the Department a case number is assigned and a staff person from the Department's Office of Environmental Review (OER) is designated as the coordinator for environmental review. This individual will be different than the staff person handling any review necessary for other permit approval, but will coordinate with other Department staff.

2) A scoping meeting is held with the OER staff coordinator (other Department staff may also be involved), the project sponsor and the environmental consultant hired by or being considered by the project sponsor. The scoping meeting will determine the specific issues to be examined in the environmental review process.

3) If the Department determines that a transportation study is required, the consultant or its subconsultant will meet with the Transportation staff of the Department to determine the specific transportation issues to study and determine other parameters as defined in these guidelines. The consultant then prepares a draft transportation analysis scope of work for Departmental review, revision if necessary, and final approval. No work should be initiated by the transportation consultant until a written scope of work has been approved by the Department, including both the Transportation Section and the Office of Environmental Review (OER), by transmittal to the consultant of the form shown in Appendix 8.

   The Department will make every reasonable effort to anticipate and include in the scope of work typical concerns of other City agencies. However it is not possible for the Department to anticipate in advance all issues and concerns which may later be raised by other Departments such as Muni or the Department

of Parking and Traffic. Ultimately the scope of work may need to be revised after approval such that it adequately addresses the issues raised by all City agencies. Any contractual arrangement between the project sponsor and its consultant preparing the transportation report should reflect flexibility to address other Departments' concerns as they are raised.

Department staff should be contacted to discuss the appropriate work scope only after the project applicant has filed an acceptable Environmental Evaluation with the Department.

4) The consultant will do special studies, such as transportation analysis, and may prepare an Initial Study, so that OER may determine whether the project will need a Negative Declaration or an EIR.

5) Based on the approved scope of work, the consultant (or its subconsultant) conducts the analysis required independent of the project sponsor, and submits drafts directly to the Department for review, comment and approval. It is recognized that more than one submittal of preliminary transportation findings will normally be necessary in order to achieve a satisfactory final transportation report. It is expected that the consultant will work closely with Department transportation and OER staff to ensure that all recommended modifications to preliminary draft submittals are accomplished in a timely fashion. It is expected that, under normal circumstances, up to three drafts of a transportation study may be required before the Department accepts it as final.

   In the event that the consultant is unable to produce an acceptable final transportation report within three submittals, absent extenuating circumstances beyond the control of the consultant, the Department will take additional time and exercise greater scrutiny in its review of work submitted by that consultant for future projects, resulting in significant delays to the project sponsor.

6) Pertinent information from the final transportation report will be summarized for inclusion in an EIR or Negative Declaration. The specific information to be extracted and summarized, and the manner in which this information is to be presented in the EIR or Negative Declaration, will be determined on a case-by-case basis under the direction and guidance from the OER staff person assigned to the project.

The selection of the transportation consultant is at the discretion of the project sponsor, contingent upon submittal of an acceptable work scope to Department staff. The consultant's work effort is, however, to be entirely under the direction of the assigned Department staff. All submittals are to be made directly to the Department's Office of Environmental Review. Copies of the draft transportation report will be made available to the project sponsor

only in very unusual circumstances, and any comments by the sponsor must be directed to Department staff, not the transportation consultant. The consultant is expected to respond fully to direction by Department staff without interference from the project sponsor or its representatives.

The role of the project sponsor and its representatives during the preparation of the transportation report should be limited to provision of details concerning the project, response to recommended changes affecting project circulation, and indication of support or lack of support for recommended mitigation measures and other transportation improvements.

Transportation analysis is often a complex and lengthy process. The Department strongly advises that it begin as early as possible, to avoid unnecessary delays.

Analysis Guidelines

Each transportation report for any project is to follow a consistent format, as presented here, and include all of the elements and information presented in these guidelines.

1. *Project Description*

All analyses must include a detailed project description. This information is to be presented as the first section of the document.

The project description must include the following information:

- Case file number for the project, as assigned by the Department.
- Location of the project site - address, Assessor's Block and Lot number(s), cross streets.
- Lot area, and existing and proposed zoning.
- Existing and proposed total square footage for each land use type and the number of units for residential, hotel/motel, and live/work projects, including net changes in each type of use.
- Existing and proposed estimated number of employees and/or residents by type of use, including net changes (Refer to Appendix 3 for employment and residential densities by land use).
- Description and plans for existing and proposed use (if any) of public rights of way by present or proposed uses, either above or below grade (e.g. air rights, surface or subsurface revocable permits), including sidewalk width changes, changes in width or number of traffic lanes, function of lanes in terms of traffic channelization, and direction of travel.

- Detailed plans showing vehicular and pedestrian site access, including location and width of curb cuts for both existing and proposed uses, and proposed internal vehicular circulation, presented in standard architectural or engineering scale.

- Identification of all approval actions required by City departments, including use permits, variances, encroachment permits, changes in public rights-of-way.

2. *Project Setting*

The setting information shall be presented immediately following the Project Description, as a discrete chapter or report section. The goal is to provide a brief but complete description of existing transportation infrastructure and conditions in the vicinity of the project (generally a radius of two blocks or up to one quarter mile). Any quantitative information necessary to make comparisons between existing conditions and those resulting from project implementation and cumulative development should be limited to the project impacts discussions.

The specific perimeters of the study area, for both setting and project impacts analysis, are to be confirmed with Department staff within the context of approval for a scope of work.

The Setting section shall include the following text information:

- Street designations as provided in the Master Plan (Major or Secondary Thoroughfares, Transit Preferential Streets, Bicycle Routes, etc.) including description of number and width of lanes, direction of flow, presence of transit preferential lanes or peak period tow-away lanes affecting roadway travel capacity.

- Access to regional highways and freeways, including location of, distance from, and route to and from on-ramps and off-ramps.

- Description of public transit routes operating on streets within the study area, by operator function (local, express, crosstown, etc.), service areas, hours of service of each route, and type of vehicle (diesel coach, trolley bus, streetcar/subway, etc.). For projects subject to Code Section 321, the report must identify, by operator, all lines within 1/4, 1/3, and 1/2 mile radii of the site.

- Official (legislated, available from Department of Public Works, Maps and Surveys), actual and effective widths of sidewalks immediately adjacent to the project site.

- Characteristics of parking within the study area (typically within a two block radius of the site, but as determined in the approved scope of work), including number of on-street parking spaces, control of on-street parking (e.g. meters, signed for time limit, neighborhood residential permit parking, etc.), number of off-street parking facilities and spaces, and whether off-street parking is provided as independently-accessible stalls, or tandem/stacked valet operation. Any special circumstances affecting the availability of parking in the vicinity of the proposed project (e.g. periods of peaking in parking demand, institutional and other large sources of localized parking demand, or the area's relative degree of parking need as documented in the 1985 Neighborhood Parking Plan or other relevant studies) are to be noted.

The Setting section shall also provide graphics, including:

- Street maps of the study area showing: street names, number and direction of lanes; transit service by line number and with stop locations identified; and location and amount of parking facilities. For projects subject to Code Section 321, the transit map is to show 1/4, 1/3, and 1/2 mile radii lines.

3. *Travel Demand Analysis*

Net new travel demand generated by the project is to be estimated, based on the difference between existing and proposed land uses. Person trip generation rates per employee, unit of square footage for each land use, or other unit of measure as shown in Appendix 1, are to be used.

Each analysis should apply these trip generation rates individually to existing and proposed uses, and show the difference ("net new") by land use and in aggregate.

The Travel Demand Analysis is to include the following, unless otherwise directed in the work scope:

- Project trip generation (24-hour, P.M. Peak Period and P.M. Peak Hour) by land use for existing uses and the project; and

- Tables showing net new person trips distributed to various directions of travel, and assigned to the appropriate modes (auto, transit, walk and other). Modal assignment should also be calculated for daily, P.M. Peak Hour and P.M. Peak Period in all situations (show OUTBOUND ONLY for projects in C-3 District, SOMA and Mission Bay projects).

Note that the weekday P.M. Peak Period is generally 4:00-6:00, and counts will be conducted at least during this period. For projects in the greater downtown, the P.M. Peak hour is 4:30-5:30. For projects in other areas the traffic counts will show the actual peak hour for adjacent streets. The Department may also request counts for different times to reflect the peak period of trip generation by the land use if, based on informed knowledge of the project and its vicinity, it seems reasonable to assume that conditions during such time may be worse than during typical weekday P.M. Peak Hour or Peak Period.

Previous analyses have shown that work and nonwork travel have different geographic distributions and mode splits. Appendix 2 gives Work/Nonwork trip splits by land use. The trip distribution and modal splits shown in Appendix 3 are to be applied to work or non work travel components for the various land uses, by time period of analysis, in calculating the distribution and mode of total net project travel.

4. *Transportation Impacts Analysis*

Analysis for all projects is to be conducted for project-specific impacts, and for cumulative impacts.

A. *Traffic Impacts*

Traffic impacts text should begin with a concise discussion of the cumulative context. Year 2000(or other long-range horizon year) analysis is to assume a growth factor for "background" traffic,as specified in Appendix 4. Traffic generated by the project alone, and by all known projectsapproved or under formal review in the general vicinity of the project site, are to be expressed asa percentage of this overall growth factor. If the percentage seems to be so high as to represent an unreasonable share of the anticipated horizon year growth or exceed the overall growth factor,the consultant will need to discuss the issue with Department staff to determine the appropriate methodology.

Specific methodology guidelines are provided in Appendix 4. The specific intersections to be analyzed will be identified in the approved scope of work for the transportation analysis.

Intersection Level of Service analysis for P.M. Peak Hour (unless other periods are also specified in the work scope), including a table showing comparison for each identified intersection between existing, existing plus project, and a future horizon year (inclusion of project traffic is assumed, not additive for horizon year analysis).

B. *Transit Impacts*

In the case of downtown projects, year 2000 conditions for the Muni and regional transit screenlines for outbound travel, as expressed in the Mission Bay FEIR, are to be used to describe the cumulative context. Similar to traffic impacts analysis, the net new transit trips generated by the project should be cited, and also expressed as a percentage of cumulative growth by operator.

For projects outside of the C-3, SOMA and Mission Bay districts, assessment of P.M. Peak Hour and Peak Period conditions for transit operations should reflect travel patronage distributed among the various lines serving the vicinity of the project site, but not include a line-by-line analysis. The aggregation would be expressed as the averaged load factor for all lines serving the project vicinity (e.g. if the project is served by the 71, 7, 6, 33, and N-Judah lines, express the load factor as an average of all 5 lines). Neighborhood projects need not assume cumulative patronage growth for any future horizon year.

Load factors for the aggregated lines are to be cited for existing, existing plus project and, for downtown projects, the horizon year, during P.M. Peak Hour and Peak Period conditions. It should be noted whether the project is upstream or downstream from the Maximum Load Points (MLPs) for Muni lines serving the project.

The estimated number of trips which transfer between regional carriers and Muni lines serving the project should be included in the Muni assignment.

For downtown and vicinity projects, BART demand for West Bay and East Bay directions of travel should be shown separately.

C. *Parking Impacts*

Project parking demand is to be calculated for both long-term and short-term users for commercial projects, and for resident parking demand in projects which include housing.

In some situations (e.g. when overlapping work shifts of the project or adjacent uses cause an accumulation of parking demand greater than the daily average total), accumulated peak parking demand and its impact should also be quantified.

If a proposed project would displace existing parking, characteristics of such parking should be accounted for as follows:

(1) *the amount of parking reserved for the exclusive use by employees and visitors of uses currently on the site; and*

(2) *the amount of on-site parking which is considered required accessory parking to off-site land uses.*

(3) *the amount of parking available to the general public, characterized separately by long term (monthly or other leases) and short term (available at hourly or daily rates);*

Project parking demand (including, if appropriate, demand for parking displaced) should be compared to Planning Code requirements, and to the amount of parking to be provided.

Impacts of any deficiency in parking supply relative to estimated demand, including current users of public parking to be displaced by the project, should be quantified in terms of the estimated resultant increase in occupancy of available on street and off street facilities.

The amounts of bicycle and handicapped parking to be provided are to be cited and compared with Code requirements (including State and other as appropriate for handicapped parking) and estimated demand.

Identification of any parking access affecting a Transit Preferential Street, or any street identified in the Master Plan for full or partial priority for pedestrians, and any potential conflicts affecting transit, pedestrian or vehicular flow.

Any special circumstances affecting the availability of parking in the vicinity of the proposed project as identified in the Setting Section are to be taken into consideration in the analysis and noted.

D. *Pedestrian Impacts*

Pedestrian trips generated by the proposed project should be estimated for P.M. Peak Hour, midday, and/or the proposed project's peak period of trip generation.

Level of service conditions when appropriate for existing, existing plus project scenarios are to be calculated according to direction from Department OER and Transportation staff. Pushkarev and Zupan pedestrian Level of Service standards and methodology for Average Flow Characteristics Related to Flow In Platoons, or 1985 Highway Capacity Manual methodology (Chapter 13), is considered acceptable for the analysis; appropriate references are to be included.

In the downtown area, growth factors used for future traffic analysis are also to be used to determine growth in pedestrian travel.

Midblock pedestrian Level of Service analysis may, in some situations, be requested in addition to Level of Service analysis at pedestrian crossing (intersection) locations.

E. *Freight Loading and Service Impacts*

Off-street truck loading requirements should be specified according to the Planning Code.

Project truck loading demand and service rate for peak loading period and the entire day should be estimated, using the data shown in Appendix 7, and compared with Planning Code requirements and proposed on-site facilities.

The location, number and dimensions (including vertical clearance) of all spaces provided for freight and service functions, including van size spaces substituted for full size spaces, are to be specified. The location of freight elevators relative to all loading and service parking areas is to be shown, with clear identification of the circulation path between the loading/service stalls and elevators.

If demand exceeds supply for "average" conditions, especially if no off-street loading facilities are proposed to be included with the project, quantification of resulting impacts (e.g. time of day, number of instances and duration of double-parked vehicles) should be made, and details should be provided regarding how service needs would be accommodated.

If truck movements would require backing into or out of the site on public rights of way, the resultant delays to traffic, transit vehicles and pedestrians are to be characterized.

Identification of truck loading access affecting a Transit Preferential Street, or any street identified in the Master Plan for full or partial priority for pedestrians, and any potential conflicts affecting transit, pedestrian or vehicular flow.

In the case that a proposed project would rely on curbside yellow loading zones, an occupancy and turnover analysis is to be conducted for existing curbside loading spaces in the immediate vicinity of the project site, to estimate the probable availability of such spaces to serve the needs of the proposed project, primarily during the 10:00 A.M. to 3:00 P.M. weekday period but also inclusive of additional times as warranted for the specific use(s) proposed.

If applicable, the extent of taxi, tour bus, or other types of passenger loading and unloading needs should be specified including details regarding how these functions would be served. Where a porte cochere or other off-street passenger loading area is required or provided, include plans showing location, lanes, circulation, and all dimensions. Any plans to seek colored marked curbside areas from the Department of Parking and Traffic should be noted.

F. *Construction Impacts*

The number of daily and P.M. peak period construction truck trips, by construction phase, should be cited.

Closure or temporary use of pedestrian ways, parking lanes or traffic lanes is to be identified, indicating the extent and duration of such closure or temporary use. Impacts associated with such occupation of public rights of way should be quantified, in terms of parking lost, effects on transit operations and loading, or temporary degradation in levels of service for intersections and/or pedestrians.

In large projects, the staging of construction trucks for materials delivery should be cited, and parking needs of construction workers identified.

5. *Appropriate Transportation Mitigation Measures*

Transportation reports are frequently used not only for environmental evaluation but also in the conditional use and other permit processes. It is important to recognize the differences between these processes.

Mitigation measures required to deal with impacts determined to be environmentally significant according to CEQA standards should be clearly identified. When CEQA based mitigation is included as a condition of approval for a project, a monitoring program for each mitigation measure is also required and must be cited.

There are also cases in which no significant transportation impacts are identified and mitigation is not required. In these cases, there may be desirable measures to improve transportation conditions which may be recommended and subsequently included as conditions of project approval. Such measures are NOT to be termed as "mitigation."

Mitigation measures required under CEQA should be clearly distinguished from recommended transportation improvements which are not related to CEQA requirements.

Whenever either type of measure is identified, the following must be cited:

- If implementation would be the responsibility of the project sponsor, indicate whether the project sponsor supports or fails to support each specific recommendation.
- If implementation would be the responsibility of the City or another agency, the responsible department or agency should be identified and its position on each recommendation should be stated.

Typical transportation mitigation measures for downtown area projects, to address significant impacts as defined by CEQA standards, are shown in Appendix 6. While some of these may be appropriate for projects outside of the downtown area, mitigation measures for such projects would generally be a function of the specific conditions and impacts identified by the transportation study for each project.

6. *Appendices for Inclusion in Transportation Reports*

The following appendices are to be included with all transportation analyses:

- Complete sets of all traffic and pedestrian counts.
- Complete sets of all traffic and pedestrian Level of Service calculations.
- Complete sets of all analysis assumptions (including trip generation rates, transit patronage and capacities, parking turnover rates, mode splits, etc.).
- Intersection LOS definitions and descriptions.
- Transit LOS definitions and descriptions, including photographs of typical conditions representing each LOS.
- Pedestrian LOS definitions and descriptions, including photographs of typical conditions representing each LOS.
- Transportation Study Scope of Work Acknowledgement and Approval form, completed by the Department and showing approval, and a copy of the approved scope of work.

APPENDIX 1

Trip Generation Rates for Typical Land Uses

		Daily Person Trip Rate		P.M. Peak Percentage of Daily Trips	
Land Use	**Density[1]**	**Per Employee**	**Per Unit Land Use[2]**	**Peak Hour**	**Peak Period**
C-3 Primary Office					
Under 100,000 GSF	208	4.08	19.6	9.5	15.6
100,001-200,000	227	3.38	14.9	10.5	17.3
over 200,000 GSF	276	3.06	11.1	11.3	18.6
C-3 Secondary Office	276	5.0	18.1	6.6	11.5
Goverment Office	172	12.2	71.0	8.0	10.0
Back Office	210	3.4	16.2	12.5	20.5
Other Office	276	5.0	18.1	8.5	14.0
General Convenience					
Retail	350	52.5	150	4.0	8.0
Sales/Showrooms					
Composite Rate	721	22.0	30.5	6.6	12.0
Bulk Sales	719	33.6	46.7	6.6	12.0
Showrooms	830	5.0	6.0	6.6	12.0
Services					
Composite Rate	655	10.0	15.2	3.7	11.0
Service Delivery	1234	6.5	5.3	3.7	11.0
Service Repair	775	23.8	30.7	3.7	11.0
Service Institutional	248	7.1	28.6	3.7	11.0
Distribution	1234	12.6	10.2	3.2	6.5
Manufacturing	567	4.5	7.9	12.4	19.0
Eating/Drinking					
Composite Rate			600.0	13.5	27.0
Quality Sit Down			200.0	13.5	27.0
Fast-Food			1400.0	13.5	27.0
C-3 Hotel	908	15.8	17.4	3.2	7.0
Hotel/Motel	822	17.9	21.8	5.5	11.0
Athletic Clubs			57.0	10.5	
Billiards Parlors			2.6[3]		40.0
Daycare Centers			67.0	18.0	N/A
Residential					
Single Family/2+ Bdrm. Multi-Unit			10.0[4]	17.3	21.0
1 Bdrm./Studio			7.5[4]	17.3	21.0

NOTES:
(1)Gross Square Feet per employee
(2)Trips per 1,000 GSf unless otherwise specified
(3)Trips per billard table
(4)Trips per unit

Source:
Mission Bay FEIR
South of Market FEIR
Trip Generation, 5th Edition, ITE

APPENDIX 2

Percent Work/Non-Work Trip Split

	24-Hour	P.M. Peak Hour	P.M. Peak Period
	Work/Non-Work	Work/Non-Work	Work/Non-Work
C-3 Districts			
Primary/Back Office	36/64	83/17	83/17
Government Office	20/80	83/17	83/17
Hotel	12/88	60/40	64/36
Retail	4/96	4/96	4/96
Non C-3 Districts			
Primary Office	36/64	83/17	78/22
Back Office	53/47	83/17	78/22
Government Office	20/80	83/17	78/22
Convenience Retail	8/92	50/50	30/70
Hotel/Motel	10/90	45/55	29/71
Sales/Showrooms	8/92	33/67	23/77
Service	18/82	75/25	33/67
Distribution	14/86	75/25	75/25
Manufacturing	40/60	67/33	60/40
Industrial/Warehouse			
Automotive Parking	43/57	43/57	53/47
Residential	33/67	50/50	50/50

Source: Mission Bay FEIR, South of Market FEIR

For commercial/industrial uses, 100% of all work trips during P.M. peak, and 50% of all non-work trips during P.M. peak, are outbound.

For residential uses, all P.M. peak work trips and 33% of all P.M. peak non-work trips are inbound to the project; resident inbound/outbound trip directions may or may not correspond to peak outbound regional travel direction.

APPENDIX 3.1

C-3 Office Journey to Work Trips Based on P.M. Peak Period Residential Distribution and Mode Split

	Distribution	Mode Split	
NE San Francisco	10%	Drive Alone	6%
		Carpool	3
		MUNI	42
		BART	1
		Walk	47
		Other	1
NW San Francisco	17%	Drive Alone	23 %
		Carpool	11
		MUNI	64
		Other	2
SE San Francisco	8%	Drive Alone	28 %
		Carpool	11
		MUNI	33
		BART	19
		Other	9
SW San Francisco	17%	Drive Alone	18 %
		Carpool	14
		MUNI	62
		BART	5
		Other	1
North Bay	11%	Drive Alone	28 %
		Carpool	14
		Vanpool	1
		Charter/Club Bus	4
		GG Bus	41
		Ferry	12
East Bay	27%	Drive Alone[1]	6 %
		Carpool[1]	8
		Vanpool	6
		BART[1]	56
		AC[1]	22
		Charter/Club Bus	1
		Ferry	1
Peninsula	6%	Drive Alone	23 %
		Carpool	24
		Vanpool	1
		MUNI	2
		BART	25
		SamTrans	9
		CalTrain	15
		Other	1
Internal to C-3	4%	Drive Alone	2 %
		MUNI	40
		BART	1
		Walk	55
		Other	2

[1] P.M. Peak modal splits to the East Bay have been adjusted to account for return trips on BART, AC Transit and Drive Alone modes by those who participate in "casual carpools" for their morning commute. As a result, shares for these three modes are higher and carpool modal share is less in the evening than those reflected in previous guidelines which generally reflected morning commute mode. Adjustments were based on recent published research and recent commute surveys, as referenced below.

Source: South of Market FEIR, Department transportation model inputs for C-3 District
"Casual Carpooling in the San Francisco Bay Area"; Steve Beroldo, Transportation Quarterly, January 1990
"1990 Year End Report to the City Planning Commission"; TMA of San Francisco, December 1990.

APPENDIX 3.2

C-3 Non-Office Journey to Work Trips Based on P.M. Peak Period Residential Distribution and Mode Split

	Distribution	Mode Split	
NE San Francisco	11.4%	Drive Alone	5.2%
		Carpool	2.9
		MUNI	42.9
		BART	0.5
		Walk	46.9
		Other	1.6
NW San Francisco	20.3%	Drive Alone	23.1%
		Carpool	11.6
		MUNI	63.8
		BART	0.2
		Walk	0.7
		Other	0.6
SE San Francisco	13.2%	Drive Alone	27.6%
		Carpool	10.4
		Vanpool	1.6
		MUNI	32.9
		BART	19.0
		Walk	0.5
		Other	8.0
SW San Francisco	23.0%	Drive Alone	18.3%
		Carpool	10.8
		Vanpool	0.3
		MUNI	61.5
		BART	8.3
		Other	0.8
Peninsula	7.8%	Drive Alone	23.1%
		Carpool	24.59
		Vanpool	0.9
		MUNI	2.0
		BART	24.8
		SamTrans	8.5
		CalTrain	15.1
		Other	1.1
East Bay	11.6%	Drive Alone	5.9%
		Carpool	16.9
		Vanpool	6.7
		BART	47.8
		AC	22.0
		Charter	0.7
North Bay	2.7%	Drive Alone	27.8%
		Carpool	14.4
		Vanpool	2.3
		GG Bus	39.4
		Ferry	11.1
		Charter	4.8
		Other	0.2
Internal	10.0%	Drive Alone	2.1%
		Carpool	0.7
		MUNI	40.1
		BART	0.7
		Walk	54.5
		Other	1.9

Source: Mission Bay FEIR, Supporting Documentation Vol. VI, 1985 Screenline Forecasts

APPENDIX 3.3

C-3 Non-Work Trips Based on P.M. Peak Period Residential Distribution and Mode Split

	Distribution	Mode Split	
NE San Francisco	1.0%	Drive Alone	8.9%
		Carpool	8.5
		MUNI	13.1
		BART	0.3
		Walk	68.1
		Other	1.1
NW San Francisco	1.0%	Drive Alone	22.4%
		Carpool	30.0
		MUNI	34.1
		BART	0.2
		Walk	10.4
		Other	2.9
SE San Francisco	2.0%	Drive Alone	29.4%
		Carpool	30.0
		MUNI	21.2
		BART	15.3
		Walk	2.0
		Other	2.1
SW San Francisco	2.0%	Drive Alone	20.7%
		Carpool	32.2
		MUNI	40.4
		BART	5.0
		Other	1.7
Peninsula	3.0%	Drive Alone	45.5%
		Carpool	27.5
		MUNI	3.0
		BART	9.0
		SamTrans	6.0
		CalTrain	8.1
		Other	0.9
East Bay	6.0%	Drive Alone	44.0%
		Carpool	17.5
		BART	24.3
		AC	14.2
North Bay	2.0%	Drive Alone	54.0%
		Carpool	22.2
		GG Bus	20.0
		Ferry	3.8
Internal	83.0%	Drive Alone	8.9%
		Carpool	8.5
		MUNI	13.1
		BART	0.3
		Walk	68.1
		Other	1.1

Source Mission Bay FEIR, Supporting Documentation Vol. VI, 1985 Screenline Forecasts

APPENDIX 3.4

SOMA/Mission Bay Office Journey-To-Work Trips
Based on P.M. Peak Period Residential Distribution and Mode Split

	Distribution	Mode Split	
NE San Francisco	6.5%	Drive Alone	22.9%
		Carpool	15.4
		MUNI	40.5
		Walk/Bike	21.2
NW San Francisco	5.3%	Drive Alone	26.5%
		Carpool	6.1
		MUNI	64.2
		Walk/Bike	3.2
SE San Francisco	16.4%	Drive Alone	37.3%
		Carpool	26.3
		MUNI	30.8
		BART	2.0
		Walk/Bike	2.3
		Other	1.3
SW San Francisco	16.9%	Drive Alone	22.8%
		Carpool	6.5
		MUNI	42.7
		BART	14.3
		Other	13.7
Peninsula	16.1%	Drive Alone	16.5%
		Carpool	19.8
		BART	11.6
		SamTrans	16.1
		CalTrain	30.2
		Charter Bus	5.8
East Bay	26.6%	Drive Alone	11.3%
		Carpool	31.8
		Vanpool	10.5
		BART	22.3
		AC	21.6
		Charter Bus	2.5
North Bay	10.1%	Drive Alone	13.5%
		Carpool	13.5
		GG Bus	52.1
		Ferry	11.0
		Charter Bus	9.9
Internal to SOMA and Mission Bay	2.1%	Drive Alone	22.9%
		Carpool	15.4
		MUNI	41.9
		Walk/Bike	19.8

Source: South of Market FEIR; extracted from Dept. model input tables for Subarea 2 within the SOMA study area, which represents the bulk of office space.

SOMA and Mission Bay Non-OfficeJourney-to-Work Trips and Non-Work Trips Based on P.M. Peak Period Residential Distribution and Mode

	Distribution	Mode Split	
	Work/Non-Work		Work/Non-Work
NE San Francisco	5.9% / 3.2%	Drive Alone	21.6% / 33.0%
		Carpool	7.9 / 35.0
		Vanpool	0.7 / –
		MUNI	44.9 / 11.0
		Walk	24.7 / 16.0
		Other	0.2 / –
		Bart	– / 2.0
		Bike	– / 3.0
NW San Francisco	4.5% / 8.4%	Drive Alone	40.9% / 34.0%
		Carpool	14.6 / 36.0
		Vanpool	0.3 / –
		MUNI	43.0 / 24.0
		Walk	– / –
		Bike	0.6 / 3.0
		Other	0.7 / 3.0
SE San Francisco	20.4% / 8.4%	Drive Alone	51.5% / 34.0%
		Carpool	7.4 / 36.0
		MUNI	33.1 / 24.0
		BART	3.8 / –
		Walk	0.7 / 3.0
		Bike	2.9 / 3.0
		Other	0.6 / –
SW San Francisco	15.0% / 8.4%	Drive Alone	45.3% / 34.0%
		Carpool	11.6 / 36.0
		MUNI	32.4 / 24.0
		BART	6.3 / –
		Walk	0.5 / 3.0
		Other	3.0 / –
Peninsula	18.1% / 3.2%	Drive Alone	60.1% / 48.0%
		Carpool	11.1 / 52.0
		Vanpool	0.2 /
		MUNI	0.2 /
		BART	9.4 /
		SamTrans	5.0 /
		CalTrain	12.8 /
		Charter	1.1 /
		Other	0.2 /
East Bay	21.9% / 1.1%	Drive Alone	29.0% / 48.0%
		Carpool	19.5 / 52.0
		Vanpool	4.0 /
		BART	34.3 /
		AC	11.2 /
		Charter	2.0 /
North Bay	11.0% / 5.3%	Drive Alone	31.9% / 48.0%
		Carpool	35.9 / 52.0
		Vanpool	0.2 /
		GG Bus	24.8 /
		Ferry	5.5 /
		Charter	1.7 /
Internal to SOMA and Mission Bay	3.2% / 61.0%	Drive Alone	19.2% / 33.0%
		Carpool	6.2 / 35.0
		Vanpool	0.4
		MUNI	43.8 / 11.0
		BART	2.0
		Walk	30.1 / 66.0
		Other	0.3 / 0.3(bike)

Source South of Market FEIR, background documents for Department model inputs

APPENDIX 3.6

Van Ness Avenue Commercial Journey To Work Trips
Based onP.M. Peak Period Trip Distribution and Mode Split

	Distribution	Mode Split	
NE San Francisco	12.3%	Drive Alone	4.9%
		Carpool	7.9
		MUNI	43.4
		Walk	42.2
		Other	1.6
NW San Francisco	16.6%	Drive Alone	2.3%
		Carpool	14.8
		MUNI	61.0
		Walk	2.0
		Other	1.9
SE San Francisco	17.0%	Drive Alone	20.6%
		Carpool	17.5
		MUNI	48.0
		BART	11.8
		Walk	0.4
		Other	1.7
SW San Francisco	7.3%	Drive Alone	24.5%
		Carpool	16.4
		MUNI	53.8
		BART	3.9
		Other	1.4
Peninsula	18.3%	Drive Alone	41.5%
		Carpool	28.6
		MUNI	2.4
		BART	16.6
		SamTrans	8.1
		CalTrain	2.8
East Bay	19.0%	Drive Alone	23.3%
		Carpool	12.0
		Vanpool	4.1
		BART	52.4
		AC	8.2
North Bay	9.3%	Drive Alone	19.3%
		Carpool	24.8
		Vanpool	4.3
		GG Bus	45.6
		Ferry	4.0
		Charter/Club Bus	2.0
Internal to Van Ness Corridor	0.2%	Drive Alone	12.48%
		Carpool	0.7
		MUNI	27.3
		Walk	58.8
		Other	0.8

Source: Van Ness Avenue FEIR, Appendix I

APPENDIX 3.7

Van Ness Avenue Commercial Non-Work Trips
Based onP.M. Peak Period Trip Distribution and Mode Split

	Distribution	Mode Split	
NE San Francisco	13.0%	Drive Alone	37.4%
		Carpool	19.8
		MUNI	26.4
		Walk	14.0
		Other	2.4
NW San Francisco	26.7%	Drive Alone	45.8%
		Carpool	11.1
		MUNI	30.8
		Walk	10.0
		Other	2.3
SE San Francisco	18.1%	Drive Alone	50.9%
		Carpool	18.4
		MUNI	21.0
		BART	4.2
		Walk	3.6
		Other	1.9
SW San Francisco	4.2%	Drive Alone	47.5%
		Carpool	10.9
		MUNI	36.4
		BART	3.5
		Other	1.7
Peninsula	10.5%	Drive Alone	58.8%
		Carpool	28.5
		MUNI	0.2
		BART	7.0
		SamTrans	3.0
		Other	2.5
East Bay	14.7%	Drive Alone	43.9%
		Carpool	7.5
		BART	44.0
		AC	4.6
North Bay	5.8%	Drive Alone	43.4%
		Carpool	11.9
		GG Bus	40.0
		Ferry	4.7
Internal to Van Ness Corridor	7.0%	Drive Alone	13.8%
		Carpool	5.5
		MUNI	10.1
		Walk	69.8
		Other	0.8

Source: Van Ness Avenue FEIR, Appendix I

APPENDIX 3.8

Van Ness Avenue Resident Trips Based on P.M. Peak Period Distribution[1] and Mode Split

	Distribution	Mode Split	
	Work/Non-Work		Work/Non-Work
NE San Francisco	59.1% / 12.7%	Drive Alone	14.9% / 20.9%
		Carpool	11.1 / 29.2
		MUNI	53.8 / 37.9
		Walk	18.4 / 8.8
		Other	1.8 / 3.2
NW San Francisco	17.4% / 9.2%	Drive Alone	37.7% / 18.1%
		Carpool	11.8 / 23.6
		MUNI	31.3 / 44.8
		Walk	16.7 / 10.4
		Other	2.5 / 3.1
SE San Francisco	9.2% / 6.6%	Drive Alone	45.2% / 17.7%
		Carpool	9.6 / 12.5
		MUNI	40.6 / 60.0
		Walk	2.4 / 1.8
		Other	2.2 / 8.0
SW San Francisco	2.7% / 5.4%	Drive Alone	66.7% / 10.4%
		Carpool	4.9 / 11.6
		MUNI	25.7 / 73.0
		BART	0 / 5.0
		Other	2.7 / 0
Peninsula	5.0% / 5.9%	Drive Alone	65.0% / 35.6%
		Carpool	15.5 / 17.3
		MUNI	1.8 / 0
		BART	10.0 / 40.1
		SamTrans	6.0 / 7.0
		Other	1.7 / 0
East Bay	5.3% / 1.6%	Drive Alone	70.0% / 35.1%
		Carpool	9.0 / 22.1
		BART	18.0 / 42.0
		AC	1.0 / 0.8
		Charter/Club Bus	2.0 / 0
North Bay	1.3% / 1.1%	Drive Alone	71.0% / 12.4%
		Carpool	17.5 / 87.6
		GG Bus	6.0 / 0
		Charter/Club Bus	5.5 / 0
Internal to Van Ness Corridor	0% / 57.5%	Drive Alone	0 / 4.4%
		Carpool	0 / 8.7
		MUNI	0 / 26.0
		Walk	0 / 58.8
		Other	0 / 2.1

Source: Van Ness Avenue FEIR, Appendix I

[1] Note that for work trips, geographic distribution represents trip origin location; all work trip destinations are within the Van Ness Avenue Corridor.

APPENDIX 3.9

Trip Distribution and Modal Split for Chinatown

In all other NCS's or neighborhoods, mode splits shall be based on surveys of existing similar uses in the vicinity of the proposed project, or other means, as directed by Department staff through the work scope.

Chinatown		Work Trips			Non-Work Trips	
		Distribution		Mode Split	Distribution	Mode Split
SF	NE	33%	Drive Alone	7%	26%	7%
			*Shared Ride	4%		16%
			Muni	14%		37%
			Walk	75%		36%
	NW	19%	Drive Alone	37%	15%	16%
			Shared Ride	7%		28%
			Muni	56%		56%
	SE	7%	Drive Alone	37%	5%	16%
			Shared Ride	7%		26%
			Muni	48%		55%
			Bart/Other Transit	8%		3%
	SW	25%	Drive Alone	37%	15%	16%
			Shared Ride	7%		26%
			Muni	49%		55%
			Bart/Other Transit	7%		3%
Peninsula		9%	Drive Alone	52%	17%	38%
			Shared Ride	16%		57%
			Bart/Other Transit	32%		5%
E. Bay		6%	Drive Alone	32%	6%	38%
			Shared Ride	23%		55%
			Bart/Other Transit	45%		7%
N. Bay		1%	Drive Alone	52%	4%	38%
			Shared Ride	16%		60%
			Bart/Other Transit	32%		2%

Source: Transportation Impact Analysis for Chinatown Rezoning, Jan 87, DCP

*Shared Ride Vehicle Occupancy Assumed at 2.7 persons per vehicle

APPENDIX 3.10

Commercial Trip Modal Splits for Districts Surveyed in the Neighborhood Commercial Rezoning Study

Modal distribution of person trips for projects in the Geary Street, Polk Street and Broadway NCD's only shall be shown among auto, transit, pedestrian, and other modes based on the following survey results from NCRS EIR, Appendix B.

	Geary Blvd.	**Polk St.**	**Broadway**
Drive	23%	24%	44%
MUNI	39%	11%	13%
Walk	26%	62%	33%
Other	2%	3%	11%
Average Auto Occupancy	2.1%	2.0%	2.6%

In all other NCD's or neighborhoods, mode splits shall be based on surveys of existing similar uses in the vicinity of the proposed project, or other means, as directed by Department staff through the work scope.

APPENDIX 4.1

INTERSECTION LEVEL OF SERVICE ANALYSIS METHODOLOGY

Level of Service analysis for existing conditions are to be based on traffic counts taken by the Department of Parking and Traffic not more than three years old, data in certified EIRs or background transportation studies supporting certified Negative Declarations for which the counts data is no more than three years old, and/or turning movement counts to be made by the consultant at each affected intersection. Copies of all counts used in the analysis, and level of service calculations, are to be included with the report as an appendix.

Level of Service analysis for existing conditions plus the project is to be based on an assignment of net new project vehicular trips compared to existing conditions for each of the affected streets and intersections in the study area.

Level of Service must also be estimated and shown for future conditions, with a horizon year approximately 10 years in the future. The future horizon year should be expressed as 2000, 2005, 2010, 2015, etc.; five year increments in the expression of the future year should be used. Analysis of future conditions will use a growth factor for travel in the general geographic area of the project site. This growth factor will generally assume that net new travel attributable to the project is included, such that it will not normally be necessary to add project travel to the growth rate.

Growth factors for three sectors of the downtown and vicinity, reflecting trip growth from 1985 through 2000, are shown in Appendix 4.3. The overall 15-year factor should be converted to an annualized factor, and the annual factor used to determine the growth rate for the portion of the 1985 - 2000 15-year period. (e.g. 1991 - 2000 growth factor would be 9 X annualized factor).

For other areas, analysis should incorporate impacts based on all identified area development that is reasonably foreseeable, growth identified and analyzed in relevant planning reports and accompanying environmental analyses (e.g. NCRS, Rincon Hill and Van Ness Avenue EIRs), and growth in through background travel (estimated by DPT Bureau of Traffic Engineering at one percent per year).

For projects located within neighborhoods for which a specific development framework has been elaborated in previous environmental analyses, the cumulative transportation analysis for the project shall encompass the time period which corresponds to the appropriate areawide study analysis. Where no such analysis has been completed, a 10-year time frame should be assumed for cumulative analysis. Identification of specific area projects and relevant growth rates for through background travel shall be verified with Department OER and Transportation staff prior to the initiation of the analysis.

Standard methodologies to calculate intersection Level of Service are to be employed as follows:

Signalized Intersections - TRB Circular 212 Planning Methodology

In some situations it may be necessary to adjust the capacity of the intersection to account for localized constraints. Thiswould be done by conducting a saturation flow analysis where, based on informed knowledge of the study area it may be determined that standard values of the Circular 212 will require adjustment. The scope of work will note that an adjusted intersection capacity will be determined by the traffic consultant on the basis of the saturation flow analysis prior to submission of the first draft report. In other cases, it may become apparent after initial staff review of the calculations that a saturation flow analysis is warranted to determine effective intersection capacity.

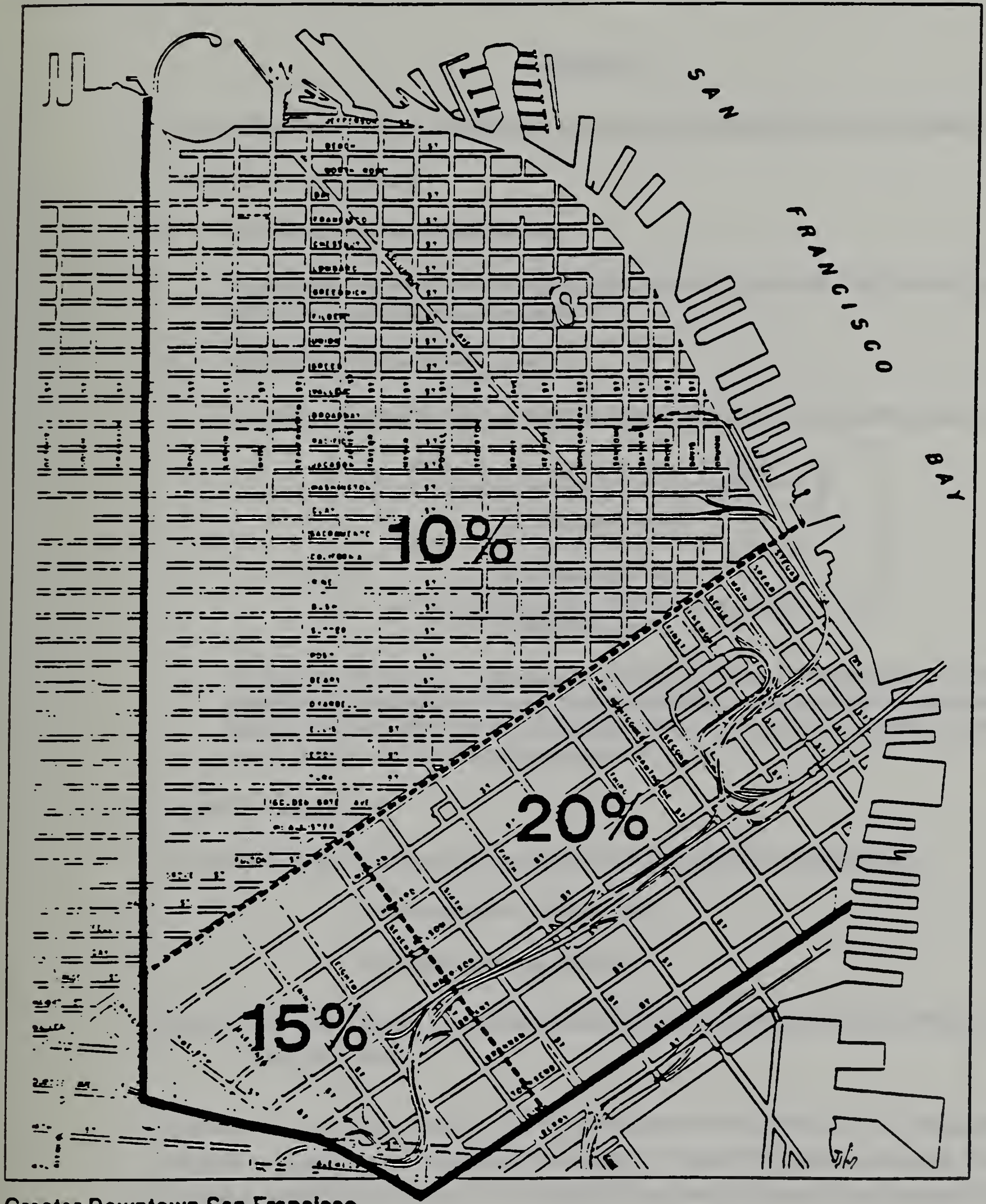
Unsignalized Intersections (all-way stop sign control) - TRB Circular 373

Note: Circular 373 is to be used only for methodology described therein for unsignalized intersections; methodologies for other types of intersections shall be as specified in these Departmental guidelines.

T Intersections with single stop control, and Intersections with 2-way stop sign control

1985 Highway Capacity Manual Unsignalized Method (Chapter 10).

APPENDIX 4.2



Greater Downtown San Francisco
1985 - 2000 Traffic Growth Rates

S. F. Department of City Planning 5/90

Source: Derived from Mission Bay
and South of Market EIR's.

APPENDIX 5.1

PARKING DEMAND CALCULATIONS FOR NON-DOWNTOWN AND RESIDENTIAL PROJECTS

1. **Commercial Parking Demand**

   A. Commercial Long-Term Parking Demand

   In general this is equivalent to the total number of journey-to-work vehicle trip ends generated by the project (both drive-alone and rideshare), divided by 2.

   B. Commercial Short-Term Parking Demand

   Projects outside of the C-3 Districts, SOMA and Mission Bay are to use the following equation.

$$\left[\frac{\dfrac{\left(\dfrac{\textit{Total project non-work auto person trip ends}}{\textit{1.2 persons per vehicle}}\right)}{\textit{2 one-way auto trips}}}{\textit{Parking turnover rate}}\right]$$

   The turnover rate may vary for individual projects and is to be based on surveys of parking turnover for established uses comparable to those of the proposed project, preferably within the same general area. However, a turnover rate of greater than 5 per day should not be used unless supported by independent surveys reviewed and accepted by Department staff.

2. **Resident Parking Demand**

New residential projects should generally use the following ratios to estimate parking demand.

1.1 vehicles/studio or 1-bedroom apt.

1.5 vehicles/multiple bedroom unit

(Source: Recht Hausrath Assoc. 1986 downtown resident survey, Residential Conservation Rezoning Study, DCP, 1990)

The Department may concur that there is valid reason to assume lower ratios for units in neighborhood commercial districts, or for housing targeted for elderly and handicapped. In these limited situations independent surveys of resident auto ownership rates may be conducted for similar types of newly constructed residential projects to support different resident parking demand ratios.

In certain circumstances it may be necessary to determine both estimated parking demand for the proposed project and existing residential units on the project site and/or on the general project vicinity. Estimation of parking demand for the proposed project must use one of the methods previously described.

To estimate parking demand of existing residential uses, 1980 U.S. Census data (1990 when it becomes available) may be used in neighborhood situations, for the tract in which the proposed project is located plus abutting tracts of similar residential character. If 1980 data is used, the average auto ownership rate as shown for these tracts should be multiplied by a factor of 1.14, to reflect increasing auto registration in San Francisco since 1980 and the observed tendency for occupants of newly constructed dwelling units to have greater auto occupancy rates than those of older units.

APPENDIX 5.2

PARKING DEMAND CALCULATIONS FOR C-3, SOMA and MISSION BAY PROJECTS***

1. PROJECT PARKING DEMAND

1A. *Project long term*

$\frac{\text{Project office GSF}}{20,000}$	project rideshare demand
+	plus
$\frac{\text{Project office GSF}}{275 \text{ GSF/employee}} \times 0.11$ drive alone	
+	project drive alone
demand	
$\frac{\text{Project retail GSF}}{350 \text{ GSF/employee}} \times 0.15$ drive alone	
= ______________________	equals
	PROJECT LONG TERM PARKING DEMAND

1B. *Project short term*

$\frac{\text{Project office GSF}}{20.000}$ + $\underline{\text{Project retail GSF}}$	*PROJECT SHORT TERM PARKING DEMAND*

(1A) + (1B) = TOTAL PROJECT PARKING DEMAND

*** Derived from September 1983 transportation guidelines, and May 4, 1989 memo, Dean L. Macris to City Planning Commission

2. NET ADDITIONAL PARKING DEMAND

[Total Project Parking Demand]	sum of quotients from 1A and 1B above
-	minus
[Parking Demand of Existing Uses]	apply equations 1A and 1B to existing office and retail uses on the site
= ______________________	equals
	NET ADDITIONAL PARKING DEMAND

Note: These calculations as applied to the project should be readily available, either in a footnote or an appendix.

APPENDIX 5.3

STANDARD LANGUAGE TO BE USED FOR THE PARKING SECTION OF TRANSPORTATION IMPACTS CHAPTER OF OFFICE AND MIXED USE COMMERCIAL PROJECTS IN C-3, SOMA AND MISSION BAY

Parking

Parking demand was projected for the proposed ____ Street project on the basis of the estimated vehicular traffic generated by the project. The project would create long term parking demand for about *(see equation 1A)* spaces (including *(see equation 1A)* carpool/vanpool spaces), and short term parking demand for *(see equation 1B)* equivalent daily spaces, for a total parking demand of *(sum of 1A plus 1B)* daily spaces. Discounting for parking demand generated by existing uses on the site, the net additional parking demand generated by the proposed project would be about *(see equation 2)* spaces. The proposed project would provide about _____ gross square feet of parking area which the Department of City Planning estimates could accommodate about _____ vehicles with tandem valet operations.[FN1]

Existing parking facilities on the site currently include a total of ____ parking spaces.[FN2] A total of _____ existing parking spaces are private, and reserved for the exclusive use of employees currently working in existing uses on the site. Of the _____ existing parking spaces made available to the general public, _______ leases are currently valid and % of the public parking is, therefore, considered long term. ____% of the public parking (____ spaces) are available for short term use.

The proposed project would eliminate __ existing parking spaces available to the general public,[FN2] resulting in a total unmet demand of about ______ equivalent daily spaces (*total project demand* + *displaced public parking* - *proposed parking capacity* = ______ spaces total unmet demand). Occupancy in off-street public parking lots and garages within a 1/4 mile radius of the project's site may be expected to increase from the existing __% to __% as a result of the unmet parking demand generated by the project.

[NOTE: FOR PROJECTS IN C-3 DISTRICTS USE THE FOLLOWING PARAGRAPH. SEE BELOW FOR LANGUAGE FOR PROJECTS IN SOMA AND MISSION BAY.]

The proposed project is in the C-3 District, in which parking is not required for commercial uses. The City Planning Code allows accessory parking up to seven percent of the gross floor area of the project. The _____ gross square feet of parking proposed by the project sponsor [would be within] [would exceed] this seven percent allowance (___ total project GSF x 0.07 = ___ GSF allowed for accessory parking).* The proposed project would allocate at least ** spaces for public short term parking, and at least ** spaces for carpools and vanpools. Parking provided in the proposed project for public use would be subject to a rate structure (City Planning Code Section 155(g)) which encourages short term use and discourages all day parking.

[NOTE: FOR PROJECTS IN SOMA AND MISSION BAY USE THE FOLLOWING PARAGRAPH AS A SUBSTITUTE FOR THE PARAGRAPH ABOVE.]

The proposed project is in the ____ District, in which parking is required for commercial uses. The City Planning Code requires accessory parking in the amount of _ spaces per _ floor area of *(type of use)* for the project, and allows up to 150% of this requirement as accessory parking. The project would be required to provide at least ____ parking spaces; ____ parking spaces are proposed by the project sponsor. The proposed project would allocate at least ____** spaces for public short term parking, and at least ________** spaces for carpools and vanpools. Parking provided in the proposed project for public use would be subject to a rate structure (City Planning Code Section 155(g)) which encourages short term use and discourages all day parking.

FN1 Using the Department's standard of about 215 gross square feet per vehicle for tandem valet parking in downtown San Francisco, per May 4, 1989 memorandum, Dean L. Macris to City Planning Commission.

FN2 This reflects the actual vehicular capacity of the existing garage(s) and/or lot(s) [indicate which] at any point in time, as currently operated [cite whether self-park, tandem, or both], and not the total number of vehicles or individuals who may use the facility. For long term parking, it is recognized that leasing operations often "oversubscribe" parking facilities, selling more leases than the number of vehicles the facility can accommodate at one time, to take care of non-daily users who still wish a long term lease, and those who are in-and-out during the course of the day. As a result, a greater number of parking leases or users may be displaced than the actual vehicular capacity of the facility.

* If the amount of GSF is above the seven percent accessory allowance, an explaination of how the excess is to be used and applied must be included in this paragraph. If Conditional Use approval is being sought for the additional amount, so state. If replacement short term parking is requested, this language should be modified to note that such replacement parking may be exempt from FAR calculations, and that the Project Sponsor is requesting such an exemption.

** Using the ratios cited in the May 4, 1989 memo for minimum parking allocations to short term and rideshare users, plus replacement parking if applicable.

APPENDIX 6

TYPICAL TRANSPORTATION MITIGATION MEASURES FOR THE DOWNTOWN AREA

In the downtown area, a number of transportation related items are required by law which would serve to mitigate impacts, and are summarized here for informational purposes. They should also be referred to in the Mitigation Section of the EIR, not as mitigation measures specific to the project but rather, as generic mitigation measures applicable in the downtown area.

These measures include: contribution of funds for increased transit service per the Transit Impact Development Fee, Board of Supervisors Ordinance #224-81; when auto parking is provided, provision of off-street bicycle storage pursuant to Section 155 of the City Planning Code; provision of transportation brokerage services to coordinate a transportation management program and participation in a network of transportation brokers pursuant to Section 163 of the City Planning Code: priority use of off-street parking in the project for the physically handicapped, travellers in carpools and vanpools, and short-term trips by business visitors and clients, pursuant to Section 155 of the City Planning Code; and provision of building directories and signs for service elevators in loading areas, pursuant to Section 155 of the City Planning Code. Additional generic measures apply which are not related to mitigation of transportation impacts.

Additional measures which are not required by legislation but which would also serve to mitigate transportation impacts and are generally included in transportation analyses as a policy matter include the following.

Measures that could be implemented by the project sponsor as part of the project

- The placement of paving, landscaping or structures in the sidewalk area (subject to City approval) would be done in such a way as to mininmize interference with pedestrian traffic.

- Secure bicycle facilities would be provided for project commuters and short-term visitors which would, at a minimum, provide safe shelter for the number of spaces required in the project.

- While subsurface sidewalk vaults are discouraged, the project sponsor would design subsurface sidewalk vaults to allow for possible future widening of adjacent streets. Vault design shall be of sufficient strength to carry maximum vehicular live and dynamic loads. Design of the vault area to accommodate street trees would also be made, subject to Department of Public Works approval. In addition, should vaults exist or be installed as part of the project, the project sponsor would accommodate and pay for the installation of all subsurface footings, supports and foundations as may be required for future public improvements such as street lights, trolley wire poles, signs, benches, transit shelters, etc. within project vault areas. Placement

of such improvements is entirely within the discretion of the City. Should the City at any future time determine its need for any subsidewalk space occupied by the project, for any reason, the project sponsor agrees to waive all rights of appeal of revocation of permits to occupy such space.

- During the construction period, the project sponsor would cause to limit construction truck movement to the hours between 9:00 A.M. and 3:30 P.M., and to prohibit staging or unloading of equipment and materials during the periods of 7:30 A.M. to 9:00 A.M. and 3:30 P.M. to 6:00 P.M., to minimize peak period traffic conflicts and to accommodate queueing of Muni buses prior to the peak hours of service. The project sponsor and construction contractor would meet with the Traffic Engineering Division of the Department of Parking and Traffic, the Fire Department, Muni, and the Department of City Planning to determine feasible traffic management and mitigation measures to reduce traffic congestion during construction of this project and other nearby projects. To minimize cumulative traffic impacts due to lane closures during construction, the project sponsor would coordinate with construction contractors for any concurrent nearby projects that are planned for construction or which later become known.

- The project sponsor would, in cooperation with the Municipal Railway, install eyebolts or make provision for the direct attachment of eyebolts for Muni trolley wires on the proposed building wherever necessary or agree to waive all rights to refuse the attachment of eyebolts to the proposed building if such attachment is done at City expense.

- The parking driveway would include warning devices (lighted signs and noise-emitting devices) to alert pedestrians to vehicles exiting the structure.

Measures that could be implemented by public agencies

- Coordinate work schedules of Pacific Gas and Electric Company and other utilities requiring trenching, so that street disruption would take place during weekends and off-peak hours. This should be done through the San Francisco Committee for Utility Liaison on Construction and Other Projects (CULCOP). In-street utilities should be installed at the same time as the street is opened for construction of the project to minimize street disruption.

- The City could act upon or endorse the implementation of transportation mitigations described in the Mission Bay *EIR* Vol. II, Section VI.E, *Mitigation*, pp. VI.E.214- VI.E.217 for the year 2000 and VI.E.224-VI.E.231 for the year 2020, and in the South of Market EIR, pp. 189-194. The measures for the year 2000 include: constructing and maintaining rail rapid transit lines from downtown San Francisco to suburban corridors and major non-downtown centers in San Francisco; incresed funding for Vehicle-Acquisition Plans

for San Francisco and regional transit agencies to expand existing non-rail transit service; providing exclusive transit lanes on City streets and on freeways; reducing incentives to drive by discouraging long-term parking; encouraging carpools, vanpools and bicycle use; improving pedestrian circulation within downtown San Francisco; and providing transportation brokerage services. The Mission Bay EIR describes various types of measures to illustrate the magnitude of improvements needed to mitigate the impacts of regional growth in 2020.

Some of the implementing actions would require approval by decision-makers outside the City and County of San Francisco; many of the measures would require action by City agencies other than the City Planning Commission, such as the San Francisco Public Utilities Commission and/or Board of Supervisors. All except such things as providing transportation brokers would require funding from or approval by MTC. These measures are system-wide measures that must be implemented by public agencies. Other than project-specific measures such as the relevant transportation mitigation measures described above as part of the project or such measures as the Transit Impact Development Fee assessment by San Francisco Ordinance 224-81 which would contribute directly to implementation of these system-wide measures, it is not appropriate to impose mitigation at system-wide levels on individual projects.

APPENDIX 7

Freight Delivery and Service Vehicle Demand

Peak Hour* Generation

$$\text{Number of Spaces per 1,000 GSF} = \frac{\frac{(R) \times 1.25}{9}}{2.4}$$

Average Hour Generation

$$\text{Number of Spaces per 1,000 GSF} = (R) \div 9 \div 2.4$$

$$\text{Daily Truck Trip Generation Per Use} = \frac{GSF}{1,000} \times (R)$$

Where:

R = Daily truck trip generation per 1,000 GSF of use from Table 8.1

1.25 = Peak Hour deliveries at 25% higher rate than other hours

9 = Number of hours deliveries are made (8:00A.M.-5:00P.M.)

2.4 = Assuming average truck delivery/pickup of 25 minutes, 2.4 trucks could be accommodated per hour

*NOTE Peak Hour Truck Trip Generation generally occurs between 10:00A.M. and 1:00P.M., and is unrelated to P.M. Peak Hour used in other transportation analyses.

Table 7.1 Daily Truck Trip Generation Rate per 1,000 Square Feet of Floor Area, by Land Use

Office	.21
Bank	.30
Retail (Composite)	
Wholesale	.22
Apparel	.80
Department Store	.45
Furniture	.24
Restaurant/Bar	3.60
Drug Store	3.70
Specialty Shops	.18
Services	
Hotel	.09
Institution	.10
Business	1.80
Parking	.03
Administration	.40
Warehousing	.46
Manufacturing	.51
Light Industry	.65
Residential	.03

Source: Center City Pedestrian Circulation and Goods Movement Study (Wilbur Smith & Assoc. for San Francisco Department of City Planning). September, 1980

TABLE 7.2 Percent Daily Truck Activity by Vehicle Type

Cars and Pickups	25%
Vans	42%
Small Delivery Trucks[1] 2 axles	9%
Large Delivery Trucks[2] 2 axles	19%
Large Delivery Trucks[3] 3 axles	4%
Tractor - Trailer 4 axles	1%

[1] Characterized as a small courier, U.S. Mail truck or step van

[2] Characterized as a mid-size Hertz rental truck, beverage truck or small furniture truck

[3] Characterized as a garbage truck

Source: DKS Associates, 1990

APPENDIX 8

City and County of San Francisco
Department of City Planning

450 McAllister Street
San Francisco, CA 94102

TRANSPORTATION STUDY SCOPE OF WORK

ACKNOWLEDGEMENT AND APPROVAL

Transmittal To: ______________________________ **Date:** ____________

____

____

____

The proposed scope of work for the ______________________________ project,
Case No. ______________, dated ______________________________ is hereby

☐ Approved as submitted
☐ Approved as revised and resubmitted
☐ Approved subject to comments below
☐ Not approved, pending modifications specified below and resubmitted

Signed: ______________________________ ______________________________
Transportation Section *Office of Environmental Review*

Comments: ______________________________

____

____

____

____

____

Note: A copy of this approval and the final scope of work is to be appended to the transportation study. The Department advises consultants and project sponsors that review of the draft transportation report may identify issues or concerns of other City agencies not addressed in the scope of work hereby approved, and that the scope of work may need to be modified to accommodate such additional issues.

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Recht Hausrath Associates Survey of Downtown Residents, 1986

Residential Conservation Rezoning Study, S.F. Department of City Planning, 1990

Center City Pedestrian Circulation and Goods Movement Study, Wilbur Smith Associates for the S.F. Department of City Planning, September 1980

Urban Space for Pedestrians, Pushkarev and Zupan, MIT Press, 1975

APPENDIX 4

THE DOWNTOWN TRANSIT IMPACT DEVELOPMENT FEE ORDINANCE

ORDINANCE NO. 224-84

(TIDF)

AMENDING CHAPTER 38 OF THE SAN FRANCISCO ADMINISTRATIVE CODE BY AMENDING SECTIONS 38.1, 38.2, 38.5 AND 38.8 THEREOF AND BY ADDING SECTION 38.8.5 THERETO RELATING TO THE PRINCIPLES TO BE USED IN CALCULATING THE AMOUNT OF THE TRANSIT IMPACT DEVELOPMENT FEE AND PROVIDING FOR ADJUSTMENT TO THE TRANSIT IMPACT DEVELOPMENT FEE IN CASES OF CONVERSION FROM OTHER USES TO OFFICE USE TO INCORPORATE THE TRIP GENERATION RATE OF PRIOR USE SO AS TO ACCURATELY MEASURE THE INCREMENTAL IMPACT OF THE CONVERSION TO OFFICE USE ON THE SAN FRANCISCO MUNICIPAL RAILWAY.

NOTE: Additions or substitutions are underlined;
deletions are indicated by ((double parentheses)).

Be it ordained by the people of the City and County of San Francisco:

Section 1. Sections 38.1, 38.2 and 38.5 of Chapter 38, the San Francisco Administrative Code, are hereby amended to read as follows:

Section 38.1. Definitions.

For the purposes of this chapter, the following definitions shall apply:

(a) BOARD. The Board of Supervisors of the City and County of San Francisco.

(b) CERTIFICATE OF FINAL COMPLETION AND OCCUPANCY shall mean a certificate of final completion and occupancy issued by the Superintendent, Bureau of Building Inspection, pursuant to the Building Code.

(c) CITY. The City and County of San Francisco.

(d) DOWNTOWN AREA. That portion of the City and County bounded by Van Ness Avenue as far north as Broadway, from Van Ness Avenue and Broadway easterly on Broadway to Sansome Street;

Then northerly on Sansome Street to the Embarcadero; th southeasterly on the Embarcadero to Berry Street; then southwesterly on Berry Street to De Haro Street; then southerly on De Haro Street to Alameda Street; then westerly on Alameda Street to Bryant Street; then northerly on Bryant Street to Thirteenth Street; then westerly on Thirteenth Street to South Van Ness Avenue; then northerly to Van Ness Avenue. The downtown area includes all property with an address on any of or within the area surrounded by the above enumerated boundary streets.

(e) GROSS SQUARE FOOT OF OFFICE USE. A square foot of floor space within a structure, whether or not within a room, to be occupied by, or primarily serving, office use.

(f) NEW DEVELOPMENT. Any new construction, addition, extension, conversion, or enlargement of an existing structure which includes any gross square feet of office use.

(g) OFFICE USE. Any structure or portion thereof intended for occupancy by business entities which will primarily provide clerical, professional or business services of the business entity, or which will primarily provide clerical, professional or business services to other business entities or to the public, at that location.

(h) PEAK PERIOD. The total number of minutes in an average working day, determined in accordance with Section 38.5(a), during which ((the passenger demand on)) the Municipal Railway ((system would require it to deploy)) deploys all its operable equipment so that the system experiences no excess vehicular capacity.

(i) PUBLIC TRANSIT SERVICE. Services of the Municipal Railway of the City and County of San Francisco.

/ / /

GLOSSARY

GLOSSARY OF CMP RELATED TERMS

Association of Bay Area Governments - (ABAG)	The regional agency that is responsible for regional planning other than for transportation. ABAG publishes forecasts of projected growth for the region.
Air Quality Attainment Plan	The plan for attainment of state air quality standards, as required by the California Clean Air Act of 1988. It is adopted by air quality districts and subject to approval by the State Air Resources Board.
Average Daily Traffic (ADT)	The average number of vehicles passing a specified point during a 24 hour period.
Bay Area Air Quality Management District - (BAAQMD)	The regional agency which adopts and enforces regulations to achieve and maintain state and federal air quality standards in the nine county Bay Area.
California State Department of Transportation (Caltrans)	Responsible, as the Department owner/operator of the state highway system for its safe proposed operation and maintenance. Proposes projects for Intercity Rail, Interregional Roads, and sound walls in the PSTIP. Also responsible for the HSOPP, Toll Bridge, and Aeronautics programs. The TSM and State/Local Partnership Programs are administered by Caltrans. Caltrans is the implementing agency for most state highway projects, regardless of program, and for the Intercity Rail Program.

Capital Improvement Program (CIP)	As used in this document: A seven year program of projects to maintain or improve the traffic level of service and transit performance standards developed by the CMP.
Capital Priorites	A process used by MTC to evaluate and prioritize transit projects in the region. All sources of transit funding, including UMTA grants, state programs, and other sources are considered. This process involves all of the transit operators in the region, including bus, rail, and ferries.
Congestion Management Agency (CMA)	The agency responsible for developing the Congestion Management Program and coordinating and monitoring its implementation.
Congestion Management Program (CMP)	A Legislatively required county-wide program which addresses congestion problems.
Flexible Congestion Relief (FCR)	One of the state funding programs for local or regional transportation projects that will reduce congestion. State highway projects, local roads, and rail guideway projects are all eligible for FCR funds.
Highway System Operation Protection Plan - (HSOPP)	A program created by state and legislation that includes projects related to state highway safety and rehabilitation, seismic safety, and traffic operational improvements. HSOPP is a four year program of projects adopted separately from the STIP.

Level of Service - (LOS)	A qualitative measure describing operational conditions within a traffic stream; generally described in terms of such factors as speed and travel time. Expressed in range of A through F, with F being the worst.
Model	A mathematical description of a real-life situation that uses data on past and present conditions to make a projection about the future.
Model - Land Use	A model used to predict the future spatial allocation of urban activities (land use), given total regional growth, the future transportation system, and other factors.
Model - Traffic	A mathematical equation or graphic technique used to simulate and predicts traffic movements, particularly those in urban areas or on a freeway.
Peak - (Peak Period, Rush Hours)	1. The period during which the maximum amount of travel occurs. It may be specified as the morning (a.m.) or afternoon or evening (p.m.) peak. 2. The period when demand for transportation service is the heaviest.

Principal Arterial	A functional classification system which defines a street or roadway in terms of the nature and composition of travel. Principal arterials derive their importance from service to rural oriented traffic, but equally or even more importantly, from service for major movements within the urbanized area. The principal arterial system carries the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central city. The US Department of Transportation provides the guidance that 40-65% of the VMT should be accounted for on the principal arterial system.
Proposed State Transportation Improvement Program - (PSTIP)	This seven year program is based on the adopted STIP and the most recent Project Delivery Report. It is developed by Caltrans for CTC approval and includes projects developed through the IRRS, Intercity Rail, Sound Wall, Toll Bridge, and Aeronautics programs.
Proposition 116	Passed by the voters in June of 1990, this initiative sponsored by the Planning and Conservation League provides $1.9B in rail bonds, primarily to projects specified in the legislation.

Regional Transportation Improvement Program - (RTIP)	A list of proposed transportation projects submitted to the CTC by the regional transportation planning agency, as a request for state funding through the FCR and Urban and Commuter Rail Programs. The individual projects are first proposed by local jurisdictions (CMAs in urbanized counties), then evaluated and prioritized by the MTC for submission to the CTC. The RTIP has a seven year planning horizon, and is updated every two years.
Regional Transportation Plan - (RTP)	A comprehensive 20 year plan for the region, updated every two years by the regional transportation planning agency. The RTP includes goals, objectives, and policies, and recommends specific transportation improvements.
Regional Transportation Planning Agency - (RTPA)	The agency responsible for the preparation of RTPs and RTIPs and designated by the State Business Transportation and Housing Agency to allocate transit funds. RTPAs can be local transportation commissions, council of governments, metropolitan planning organizations, or statutorily created agencies. MTC is the RTPA for the nine county Bay Area.
Short Range Transit Plan (SRTP)	A five year comprehensive plan required by UMTA for all transit operators receiving federal funds. The plans establish the operator's goals, policies, objectives; analyzes current and past performance, and describes short term operational and capital improvement plans.

State Implemention Plan - (SIP)	State plan required by the Federal Clean Air Act of 1990 to attain and maintain national ambient air quality standards. It is adopted by local air quality districts and the State Air Resources Board.
Transportation Control Measure - (TCM)	A measure intended to reduce pollutant emissions from motor vehicles. Examples of TCMs include programs to encourage ridesharing or public transit usage, city or county trip reduction ordinances, and the use of cleaner burning fuels in motor vehicles.
Transportation Demand Management - (TDM)	Demand based techniques for reducing traffic congestion, such as ridesharing programs and flexible work schedules enabling employees to commute to and from work outside of peak hours.
Transportation System Management - (TSM)	That part of the urban transportation planning process undertaken to improve the efficiency of the existing transportation system. The intent is to make better use of the existing transportation improvements that generally cost less and can be implemented more quickly than major capital improvements.
U/C Rail - Urban and Commuter Rail	A state funding program financed by the sales of bonds authorized by Proposition 108. Two additional bond measures to fund this program will be placed in front of the voters in 1992 and 1994. All projects must be matched 50% by local funds. Projects are proposed through the CMP process to regional agencies, which then may include them in their RTIPs.

Urbanized Area	As defined by the Bureau of the Census, a population concentration of at least 50,000 inhabitants, generally consisting of a central city and the surrounding, closely settled, contiguous territory (suburbs). The boundary is based primarily on a population density of 1000 people/mile but also includes some less densely settled areas, as well as such areas as industrial parks and railroad yards, if they are within areas of dense urban development. The boundaries of urbanized areas, the specific criteria used to determine urbanized areas, or both may change in subsequent censuses.
Vehicle Miles of Travel - (VMT)	1. On highways, a measurement of the total miles traveled in all vehicles in the area for a specified time period. It is calculated by the number of vehicles multipled by the miles traveled in a given area or on a given highway during the time period. 2. In transit, the number of vehicle miles operated on a given route or line or network during a specified time period.
Vehicle Occupancy	The number of people aboard a vehicle at a given time; also known as auto or automobile occupancy when the reference is to automobile travel only.
Vehicle Trip	A one-way movement of a vehicle between two points.

Transportation Level of Service Definitions.

Level of Service	Description	Volume/Capacity V/C Ratio
A	Level of Service A describes a condition where the approach to an intersection appears quite open and turning movements are made easily. Little or no delay is experienced. No vehicles wait longer than one red traffic signal indication. The traffic operation can generally be described as excellent.	0 - 0.60
B	Level of Service B describes a condition where the approach to an intersection is occasionally fully utilized and some delays may be encountered. Many drivers begin to feel somewhat restricted within groups of vehicles. The traffic operation can be generally described as very good.	0.61 - 0.70
C	Level of Service C describes a condition where the approach to an intersection if often fully utilized and back-ups may occur behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so. The driver occasionally may have to wait more than one red traffic signal indication. The traffic operation can generally be described as good.	0.71 - 0.80
D	Level of Service D describes a condition of increasing restriction causing substantial delays and queues of vehicles on approaches to the intersection during short times within the peak period. However, there are enough signal cycles with lower demand such that queues are periodically cleared, thus preventing excessive back-ups. The traffic operations can generally be described as fair.	0.81 - 0.90
E	Capacity occurs at Level of Service E. It represents the most number of vehicles that any particular intersection can accommodate. At capacity there may be long queues of vehicles waiting up-stream of the intersection and vehicles may be delayed up to several signal cycles.	0.91 - 1.00
F	Level of Service F represents a jammed condition. Back-ups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration. Hence, volumes of vehicles passing through the intersection vary from signal cycle to signal cycle. Because of the jammed condition, this volume would be less than capacity.	1.01+

Source: Highway Research Board, *Highway Capacity Manual*, 1965 and Environmental Science Associates, Inc.

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SF County Transportation Authority

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PRELIMINARY NEGATIVE DECLARATION

Date of Publication: September 9, 1991

Lead Agency: San Francisco County Transportation Authority
255 City Hall, San Francisco, CA 94102

Agency Contact Person: Carmen C. Clark Telephone: (415)554-7742

Project Title: Congestion Management Program for the City and County of San Francisco

Project Sponsor: San Francisco County Transportation Authority (Authority)

THIS PROJECT COULD NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to Prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached.

Project Description: The action which prompts this evaluation is the adoption of a State mandated program for the integration of transportation, land use and air quality planning and programs. Recent State legislation requires adoption of a Congestion Management Program (CMP) by individual urban counties to maintain eligibility for certain State transportation funding. The Authority, as the designated Congestion Management Agency, has the responsibility for preparing and adopting the CMP. The legislation requires adoption and publication of an annual report which reflects the status of the following actions:

1) establish a roadway and highway network,
2) establish traffic levels of service (LOS) standards and a traffic monitoring program to determine whether these standards are being met,
3) establish transit service standards
4) adopt a trip reduction and travel demand program
5) establish a land use impact analysis methodology
6) adopt seven-year multi-modal capital improvement program

A Draft CMP document was approved by the Authority on June 17, 1991, and has been circulated for comment. The proposed project is the adoption of the final CMP document.

Discussion: The Authority's approach for the preparation of this document was to compile existing regulations and practices now in place in the City which constitute compliance with the purpose and intent of the CMP requirements. In only two areas

has new data been generated for the report. These areas are: 1) traffic monitoring data necessary for setting LOS designations for roadway segments in the network and to establish LOS standards, and 2) addition of certain transportation projects to the seven year program for State funding in fiscal years 1997/98 and 1998/99. Given below is a summary of each of the above six issues and how the final program documents compliance with the CMP legislation. No changes are proposed for the transportation system or land use pattern and therefore no effects are anticiapted as a result of adopting the program.

1) Establish a roadway and highway network - The network established contains streets and highways which are already included in the Transportation Element of the City's Master Plan as major thoroughfares.

2) Establish traffic levels of service (LOS) and a traffic monitoring program - The CMP contains two important elements needed for conformance to State requirements for this program. The first element is to establish the current LOS for roadway segments in the network. The document identifies those segments which are operating at levels A through C, and then shows those segments which are operating at more congested levels of D through F. The second required element is the establishment of a standard below which the performance will not be allowed to fall. Although the monitoring data shows that portions of the network are operating above this level, the standard set in the CMP is at LOS E. A monitoring program which focusses most resources on the portions of the network that are LOS D and below will be carried out to determine whether congestion levels are improving or deteriorating. If segments which are not now LOS F fall into that category, based on information gained from the monitoring program, a deficiency plan will be prepared to alleviate the problem.

3) Establish transit service standards - These standards were adopted from the current short range transit plan for MUNI operations. For other transit operators that provide service to the City, the CMP includes service standards which are reflected in their current short range transit plans.

4) Adopt a trip reduction and travel demand program - The CMP contains information on currently adopted City policies and regulations which meet the requirements of this CMP element. The discussion includes the parking and transportation management regulations in the Planning Code, the transit impact development fee ordinance, and the relationship of these and other policies in promoting the adopted air quality transportation control measures. No proposal is included to expand any of these regulations; however, next year's CMP will include an evaluation of the feasibility and productivity of extending the regulations on a citywide basis.

5) Establish a land use impact methodology - The land use analysis element of the CMP outlines the City's roles as a regional employment center and its recent policies to increase residential development within the City. The existing institutional framework for land use decision making and the provision of transportation services is described. The potential effects of land use changes upon the transportation system are currently

assessed through an exacting environmental review process. No change to exisiting institutional roles and the fundamentals of the development review process is expected due to meeting the CMP requirements.

6) Adopt a seven-year multimodal transportation program - The adopted capital improvement program reflects the City's "Transit First" policy, with the largest percentage of the program devoted to transit projects. The transit portion of the program is heavily oriented to rehabilitation and replacement, since maintaining the ability to meet the current transit demand is the City's first priority. Projects which provide expanded transit service are also included and provide for ways of managing future congestion in redeveloping areas. The program also includes roadway, ferry, and bicycle elements. Projects for which the City intends to request financial assistance under the new sources of State funds (Propositions 108, 111, and 116), must be included in this capital program. As these projects are ready for implementation, appropriate environmental assessment will be conducted by the sponsoring agencies.

Appendix I

Environmental Checklist Form

(To be completed by Lead Agency)

I. BACKGROUND.

1. Name of Proponent San Francisco Co. Transportation Authority
2. Address and Phone Number of Proponent:
Room 255 City Hall
San Francisco, CA 94102
(415) 554-7742
3. Date of Checklist Submitted Sept. 9, 1991
4. Agency Requiring Checklist N/A
5. Name of Proposal, if applicable Approval of Congestion Management Program

II. ENVIRONMENTAL IMPACTS

(Explanations of all "yes" and "maybe" answers are required on at-ched sheets.)

	YES	MAYBE	NO
1. Earth. Will the proposal result in:			X
a. Unstable earth conditions or in changes in ologic substructure?			X
b. Disruptions, displacements, compaction overcovering of the soil?			X
c. Change in topography or ground surface ief features?			X
d. The destruction, covering or modification any unique geologic or physical features?			X
e. Any increase in wind or water erosion of ls, either on or off the site?			X
f. Changes in deposition or erosion of beach ids, or changes in siltation, deposition or sion which may modify the channel of a er or stream or the bed of the ocean or any , inlet or lake?			X
. Exposure of people or property to geologic ards such as earthquakes, landslides, dslides, ground failure, or similar hazards?			X
. Air. Will the proposal result in:			
. Substantial air emissions or deterioration mbient air quality?			X
. The creation of objectionable odors?			X
. Alteration of air movement, moisture or perature, or any change in climate, either lly or regionally?			X
. Water. Will the proposal result in:			
Changes in currents, or the course or ction of water movements, in either marine esh waters?			X
. Changes in absorption rates, drainage rns or the rate and amount of surface r runoff?			X
Alterations to the course or flow of d waters?			X
Change in the amount of surface water in water body?			X
Discharge into surface waters, or in any ation of surface water quality, including iot limited to temperature, dissolved oxygen rbidity?			X
Alteration of the direction or rate of flow ound waters?			X
g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?			X
h. Substantial reduction in the amount of water otherwise available for public water supplies?			X
i. Exposure of people or property to water related hazards such as flooding or tidal waves?			X
4. Plant Life. Will the proposal result in:			
a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?			X
b. Reduction of the numbers of any unique, rare or endangered species of plants?			X
c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?			X
d. Reduction in acreage of any agricultural crop?			X
5. Animal Life. Will the proposal result in:			
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?			X
b. Reduction of the numbers of any unique, rare or endangered species of animals?			X
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?			X
d. Deterioration to existing fish or wildlife habitat?			X
6. Noise. Will the proposal result in:			
a. Increases in existing noise levels?			X
b. Exposure of people to severe noise levels?			X
7. Light and Glare. Will the proposal produce new light or glare?			X
8. Land Use. Will the proposal result in a substantial alteration of the present or planned land use of an area?			X
9. Natural Resources. Will the proposal result in:			
a. Increase in the rate of use of any natural resources?			X
b. Substantial depletion of any nonrenewable natural resource?			X
10. Risk of Upset. Will the proposal involve:			
a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?			X
b. Possible interference with an emergency response plan or an emergency evacuation plan?			X
11. Population. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?			X
12. Housing. Will the proposal affect existing housing, or create a demand for additional housing?			X

	YES	MAYBE	NO
. Transportation/Circulation. Will the osal result in:			
Generation of substantial additional ular movement?			X
Effects on existing parking facilities, or nd for new parking?			X
c. Substantial impact upon existing portation systems?			X
d. Alterations to present patterns of circulation vement of people and/or goods?			X
e. Alterations to waterborne, rail or air traffic?			X
f. ncrease in traffic hazards to motor les, bicyclists or pedestrians?			X
Public Services. Will the proposal have an upon, or result in a need for new or altered nmental services in any of the following areas:			
a. ire protection?			X
b. olice protection?			X
c. chools?			X
d. arks or other recreational facilities?			X
e. laintenance of public facilities, including ac			X
f. ther governmental services?			X
Energy. Will the proposal result in:			X
a. se of substantial amounts of fuel or energy?			X
b. ubstantial increase in demand upon existing s of energy, or require the development of ources of energy?			X
Utilities. Will the proposal result in a need w systems, or substantial alterations to llowing utilities:			
ower or natural gas?			X
ommunications systems?			X
c. ater?			X
d. ewer or septic tanks?			X
e. torm water drainage?			X
f. lid waste and disposal?			X
Human Health. Will the proposal result in:			
a. reation of any health hazard or potential hazard (excluding mental health)?			X
b. xposure of people to potential health s?			X
Aesthetics. Will the proposal result in the tion of any scenic vista or view open to lic, or will the proposal result in the n of an aesthetically offensive site open ic view?			X
Recreation. Will the proposal result in an upon the quality or quantity of existing ional opportunities?			X
Cultural Resources.			
a. ill the proposal result in the alteration of lestruction of a prehistoric or historic logical site?			X
ill the proposal result in adverse physical etic effects to a prehistoric or historic g, structure, or object?			X
es the proposal have the potential to physical change which would affect ethnic cultural values?			X
l the proposal restrict existing religious d uses within the potential impact area?			X

	YES	MAYBE	NO
21. Mandatory Findings of Significance.			
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)			X
c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)			X
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X

III. DISCUSSION OF ENVIRONMENTAL EVALUATION

IV. DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

☒ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED.

☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Date Sept 9, 1991 Carm C. Clark

(Signature)

For ____________

NOTE: This is only a suggested form. Public agencies are free to devise their own format for initial studies.)

NOTE: Authority cited: Sections 21083 and 21087, Public Resources Code. Reference: Sections 21000–21176, Public Resources Code.

HISTORY

1. New Appendix I filed 10–8–76; effective thirtieth day thereafter (Register 76, No. 41).

NOTE: Order designated that compliance with this appendix is authorized but not mandatory before 1–1–77.

2. Amendment filed 2–2–78; effective thirtieth day thereafter (Register 78, No. 5).
3. Amendment of Section II filed 5–8–80; effective thirtieth day thereafter (Register 80, No. 19).